

MANISTEE CITY PLANNING COMMISSION

70 Maple Street, Manistee, Michigan 49660

Meeting of Thursday, September 5, 2002

7:00 p.m. - Council Chambers, City Hall

AGENDA


- I Roll Call
- II Public Hearing
 - 1. Bison Construction L.L.C. - Special Use Permit
 - 2.
- III Citizen Questions, Concerns and Consideration
- IV Approval of Minutes
 - Planning Commission Meeting (8/1/02)
- V New Business
 - 1. Bison Construction L.L.C. - Special Use Permit
 - 2. Bison Construction L.L.C. - Site Plan Review
 - 3. Charter Township of Filer - Master Plan Review
 - 4.
- VI Unfinished Business
 - 1.
- VII Other Communications
- VIII Work/Study Session
- IX. Adjournment

Speaking at Meetings:

Unless waived by the Commission for a specific meeting, any public comment shall be limited to five (5) minutes per speaker, one time only. If a group of people wish to be heard on one subject, a spokesperson may be appointed who may request that the Chairman approve more than the normal five (5) minutes. If necessary, a maximum of five (5) minutes will be allowed for the group to caucus to choose their spokesperson and develop their comments.

MEMORANDUM

TO: Planning Commission Members

FROM: Denise Blakeslee 
Secretary, Community Development

DATE: August 30, 2002

RE: Planning Commission Meeting September 5, 2002

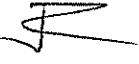
The September Planning Commission Meeting will be on Thursday, September 5, 2002. Items on the agenda include:

1. Bison Construction L.L.C. - Special Use Permit. A request for a Special Use Permit has been received from Bison Construction L.L.C. to establish a fixed place of business engaged in the construction of new work, additions, alterations, repairs and other maintenance services. Bison Construction is looking at purchasing Lot 18 in the Industrial Park for this operation.
2. Bison Construction L.L.C. - Site Plan Review. A Site Plan Review has been done for the proposed building for Bison Construction L.L.C., Lot 18 in the Industrial Park. Review of the proposed plan shows that the building area requirement of 4,000 sq. ft. has not been met. All of the other requirements of the ordinance have been met.
3. Charter Township of Filer - Master Plan Review. We have received a written request from the Charter Township of Filer to review a draft of their proposed Master Plan. Members of the Planning Commission are asked to review the draft from the Charter Township of Filer so that comments can be forwarded to Ms. Ball, Clerk of the Charter Township of Filer.

Copies of the requests are enclosed for your review. If you are unable to attend the meeting please call me at 723-2558. See you Thursday!

MEMORANDUM

TO: Planning Commission Members

FROM: Jon R. Rose 
Community Development Director

DATE: August 28, 2002

RE: Special Use Permit - Bison Construction

A request has been received from Bison Construction L.L.C. for a Special Use Permit. The request is to establish a fixed place of business engaged in the construction of new work, additions, alterations, repairs and other maintenance services (6003.A Construction [15 - 1799]). Bison Construction has made an offer to purchase Lot 18 in the Industrial Park, contingent upon receiving necessary City approvals.

Background information for the newer members of the Planning Commission. We have received several offers to purchase Lot 18 in the Industrial Park that have never resulted in the purchase of the property or construction of a building. Problems with the lot include the triangular shape of the parcel and a utility easement that runs through the center of the property.

Special Use Permits can have conditions placed on them. Items that you may want to discuss would include:

Outside storage - should any outside storage be allowed? Should a condition be placed on the special use permit that prohibits outside storage?

Appearance of structure - should any guidelines be placed on what the structure should be constructed out of (i.e. brick, vinyl, etc.)?

Landscaping - should landscaping be a condition of the Special Use Permit?

Bison Construction is owned by Greg Ferguson who is also a member of the Planning Commission. To avoid a conflict of interest Mr. Ferguson will be a member of the audience during the public hearing portion of the meeting and the business session portion of the meeting concerning Bison Construction. Questions from the Planning Commission will be addressed to him at this time. Mr. Ferguson will be able to return as a member of the Planning Commission after the Planning Commission has made its decision regarding the request from Bison Construction for a Special Use Permit.



Planning Commission

SPECIAL USE PERMIT APPLICATION

Bison Construction LLC
Applicant
207 SAINT MARYS PARKWAY
Address
MANISTEE, MI. 49660
City, State, Zip Code
Phone Numbers (Work) 398-9001

(Home) SAME AS ABOVE

FOR OFFICE USE ONLY:

Case number _____
Date Received 8.5.02
Fee Received \$250.00 CH# 3120
Receipt Number 1085 8.15.02
Hearing Date 9.5.02
Action Taken _____
Expiration Date of Permit _____

FEE FOR SPECIAL USE PERMIT \$250.00

I. ACTION REQUESTED:

A Special Use Permit is hereby requested for the following purpose: To establish A Fixed place of business engaged in the construction of new work additions, alterations, repairs AND other maintenance SERVICES.

II. PROPERTY INFORMATION:

- A. Address of Property: Not established at this time.
Tax Roll Parcel Code Number: 51-51- 155-01-018-00 018.00
- B. List all deed restrictions - cite Liber & Page where found and attach: _____
- C. Names and addresses of all other persons, firms or corporations having a legal or equitable interest in the land. CITY OF MANISTEE A MUNICIPAL CORPORATION
70 Maple St. MANISTEE MI. 49660
- D. Zoning District: I-1 Industrial District.
- E. Present use of the property: Vacant Lot
- F. Attach a Site Plan which meets the requirements of the Special Use Permit Ordinance (see attached).
- G. Is a Property survey attached? ☒ Yes ☐ No.
- H. Estimated completion date of construction (if applicable): 12 MONTH FROM DATE OF PER.

III. STATEMENT OF JUSTIFICATION FOR REQUESTED ACTION:

- A. State specifically the reason for this Special Use Permit request at this time To establish a Fixed place of business for (S.I.C.)
major group 15, 16, 17.
- B. Statement of support for the request. Please justify your request for a Special Use Permit below. The justification should address the following concerns: (Attach additional sheets if necessary)
1. The relationship of the Special Use Permit conditions (Article 86, Section 8610 and if applicable, Article 16) to the particular Special Use proposed. Do they pose any unusual problems for compliance?
 2. This request is permitted as a special use (6003.) IN I-1
Relationship of the proposed use to the development plans of Manistee County and the City of Manistee.
 3. Permitted as special use.
Impacts of the adjacent property and neighborhood. Indicate what impacts of the proposed use on the adjacent property are anticipated and what steps will be taken to mitigate any negative impacts. Consider the following: No negative impact believed to exist with this request.
 - a. Will the proposed use adversely affect the health, safety or enjoyment of property of persons residing or working in the neighborhood?
 - b. Will proposed use be detrimental to the public welfare or injurious to property in the neighborhood?

IV. INFORMATION REQUIRED IN APPLICATION:

- A. An Application for Special Use shall include:
1. A detailed Site Plan, as spelled out in Section 9406 of this ordinance, a copy of which is attached.
 2. A specific statement and supporting information regarding the required findings for the Special Use Permit, as stated in Section 8609 (as follows).
 - a. *Is the use reasonable and designed to protect the health, safety and welfare of the community,*
 - b. *Is the use consistent with the intent and purpose of the Land Use District,*
 - c. *Is the use compatible with adjacent land uses,*
 - d. *Is the use designed to insure that public services and facilities are capable of accommodating increased loads caused by the land use or activity, and*
 - e. *Does the use comply with all applicable regulations of this Ordinance.*
 - f. *Does the use comply with all specific standards found in the respective Land Use District, Section 1601 et. seq., and Section 101 et. seq. of this Ordinance.*

3. Proposed location of any open spaces, landscaping and buffering features such as greenbelts, fences, etc.

B. In Addition, the applicant may be required to furnish:

1. Elevations on all buildings, including accessory buildings.
2. An Environmental assessment.
3. Evidence of having received or having an agreement for concurrent approval for any other necessary permits required prior to a construction code permit.
4. Measures which will be undertaken to control soil erosion, shoreline protection, excessive noise, or adverse impacts of the development on the surrounding properties.

V. CERTIFICATION AND AFFIDAVIT:

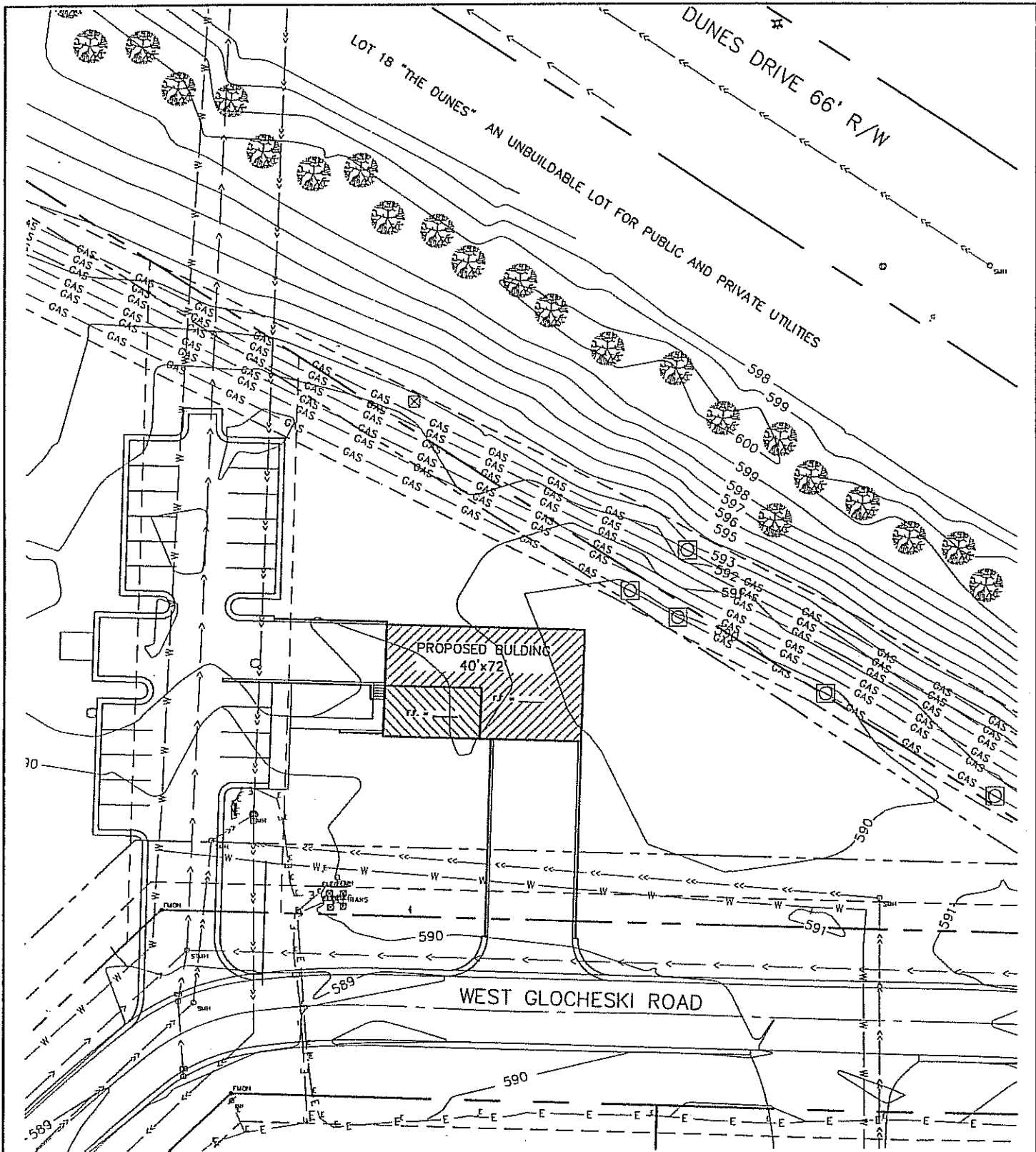
The undersigned affirm(s) that he/she/they is/are the ☐ owner, ☐ leasee, ☐ owner's representative, ☒ contractor involved in the application; and that the information included in this application is correct. Further, if the request is approved, the applicant will comply with all of the requirements of the City of Manistee Zoning Ordinance and certifies that measures proposed to mitigate adverse impacts will be completed in a timely fashion.

Signature (s) of Applicant (s):

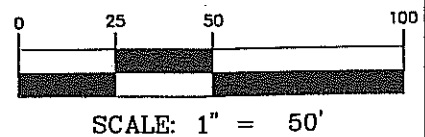


Dated 8-8-02

☐ By checking this box permission is given for Planning Commission Members to make a site inspection if necessary.



DRAFT PRELIMINARY SITE PLAN



ABONMARCHE CONSULTANTS, INC.


361 FIRST STREET • MANISTEE, MI 49660 • 231.723.1198 • FAX 231.723.1194
BENTON HARBOR, MI • GRAND HAVEN, MI • SOUTH BEND, IN • FORT WAYNE, IN

JOB NO. M20819SIT

SHT. 1 OF 1

MEMORANDUM

TO: Planning Commission Members

FROM: Jon R. Rose 
Community Development Director

DATE: August 28, 2002

RE: Site Plan Review - Bison Construction

A site plan review has been done for Bison Construction, Lot 18 Industrial Park. The only non-compliance is the size of the building.

The I-1 Industrial District under Section 6004.D Regulations and Standards reads "*No principle structure shall be constructed in this District which is less than four thousand (4,000) square feet of building area, and is less than twenty (20) feet wide.*" The Site Plan proposes a building that is 2,880 feet of building area.

The Planning Commission could take action to approve the site plan contingent upon a variance being granted from the Zoning Board of Appeals.

SITE PLAN REVIEW

NAME: Bison Construction L.L.C.
207 St. Mary's Parkway
Manistee, MI 49660

PROPOSED USE: Construction/Maintenance
ZONING DISTRICT: I-1

PARCEL CODE:

USE IS: ☐ Permitted
☒ Special
☐ Not Permitted

BULK REGULATIONS

	REQUIRED BY ZONING	PROPOSED IN PLAN	COMPLIANCE	
			YES	NO
PARCEL SIZE:	12,000 sq. ft.	>12,000 sq. ft.	X	<input type="checkbox"/>
STREET FRONTAGE:	120 ft.	>120 ft.	X	<input type="checkbox"/>
SETBACKS				
FRONT YARD	25 ft.	84 ft.	X	<input type="checkbox"/>
SIDE YARD	10 ft.	50 ft.	X	<input type="checkbox"/>
REAR YARD	10 ft.	27 ft.	X	<input type="checkbox"/>
WATERFRONT	n/a	n/a	X	<input type="checkbox"/>
HEIGHT:	30 ft.	27 ft.	X	<input type="checkbox"/>
PARKING:	Less than 20	20	X	<input type="checkbox"/>
BUILDING AREA:	4,000 sq. ft.	2,880 sq. ft.	<input type="checkbox"/>	X

SPECIAL DISTRICTS

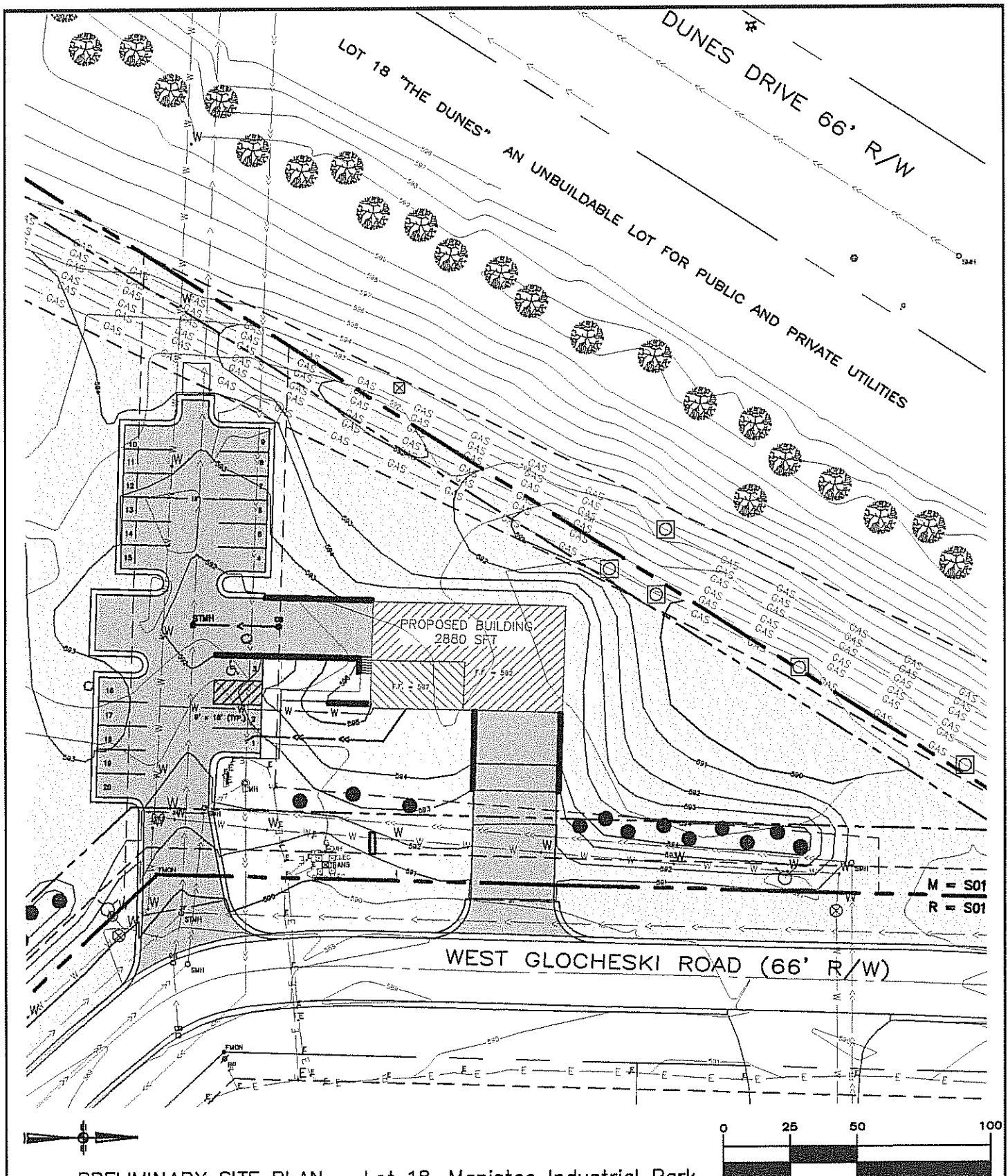
	APPLIES?		APPROVED?	
	YES	NO	YES	NO
HISTORIC OVERLAY:	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
HIGH RISK EROSION:	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
FLOOD PLAIN:	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
SOIL EROSION:	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

OTHER:

REVIEWED BY: Dj

APPROVED BY: R

DATE: August 30, 2002



PRELIMINARY SITE PLAN - Lot 18, Manistee Industrial Park
 Bison Construction Co., LLC - 207 St. Mary's Pkwy. - Manistee, MI 49660 SCALE: 1" = 50'

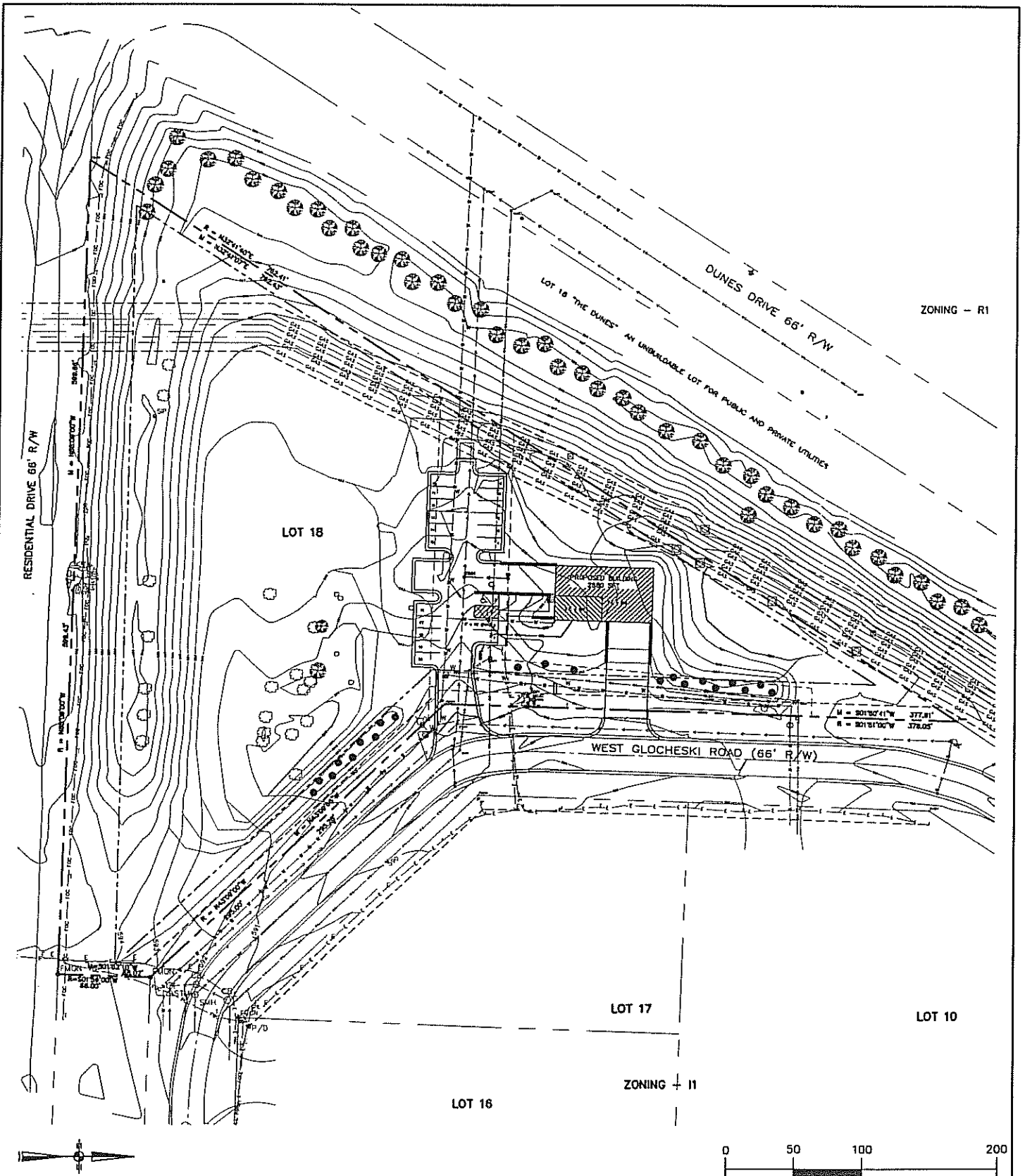


ABONMARCHE CONSULTANTS, INC.

361 FIRST STREET • MANISTEE, MI 49660 • 231.723.1198 • FAX 231.723.1194
 BENTON HARBOR, MI • GRAND HAVEN, MI • SOUTH BEND, IN • FORT WAYNE, IN

JOB NO. M20819SIT

SHT. 1 OF 2



PRELIMINARY SITE PLAN - Lot 18, Manistee Industrial Park
 Bison Construction Co., LLC - 207 St. Mary's Pkwy. - Manistee, MI 49660 SCALE: 1" = 100'



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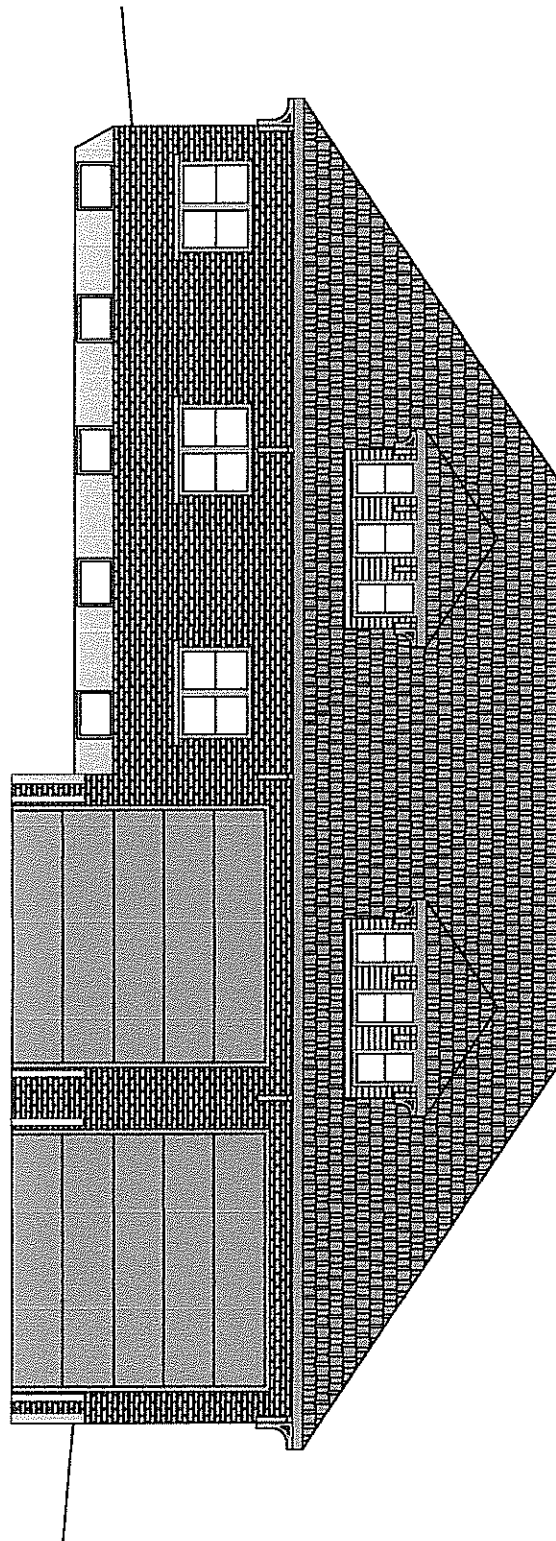
361 FIRST STREET • MANISTEE, MI 49660 • 231.723.1198 • FAX 231.723.1194
 BENTON HARBOR, MI • GRAND HAVEN, MI • SOUTH BEND, IN • FORT WAYNE, IN

JOB NO. M20819SIT

SHT. 2 OF 2

EAST ELEVATION

SCALING NOTES



ABONMARCHE CONSULTANTS, INC.
 361 1st Street
 Manistee, Michigan 49660
 P 231.723.1190 F 231.723.1194
 E man@abonmarche.com

Benton Harbor, Michigan
 Grand Haven, Michigan
 South Bend, Indiana
 Fort Wayne, Indiana

ENGINEERS / ARCHITECTS / PLANNERS / SURVEYORS

DATE 08/02
 DRAWN BY CLS

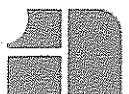
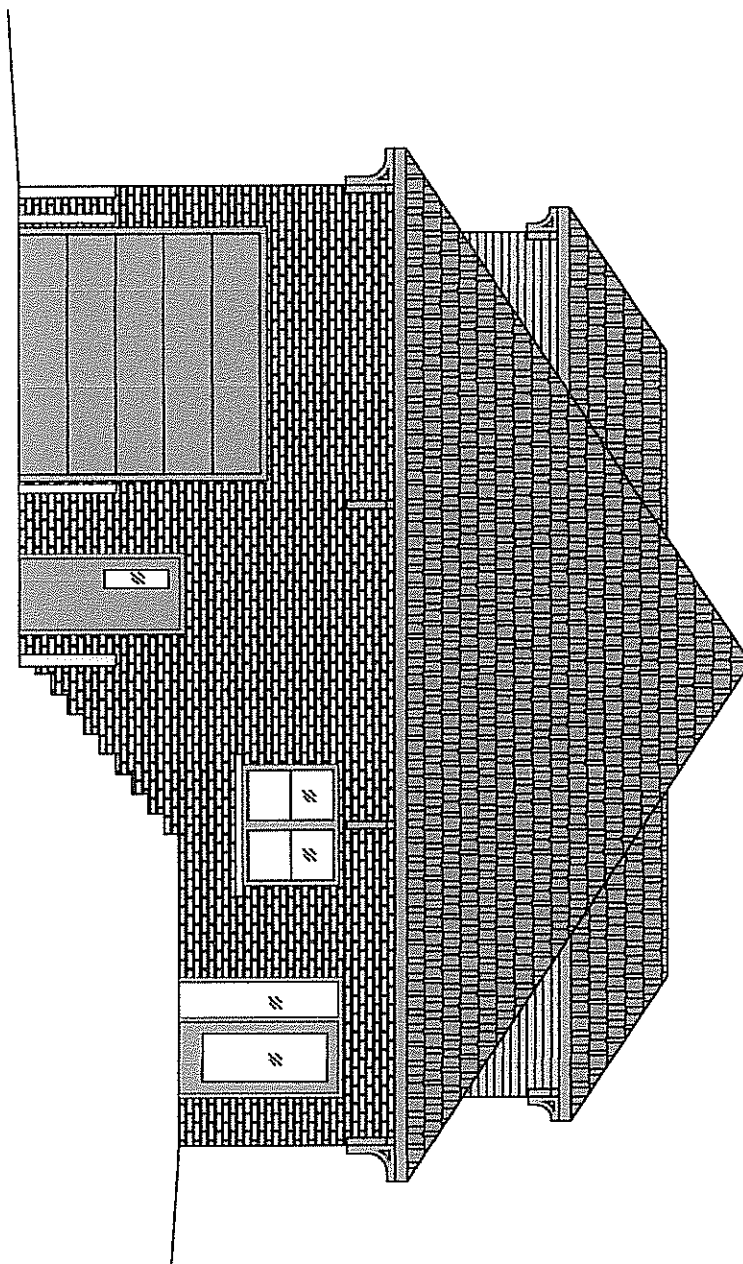
PROPOSED ELEVATIONS
 BISON CONSTRUCTION CO.
 MANISTEE, MI 49660

SHEET

A2.1

SOUTH ELEVATION

SCALING INTS



ABONMARCHE CONSULTANTS, INC.
 361 1st Street
 Manistee, Michigan 49660
 P 231.723.1158 F 231.723.1194
 E hickm@abonmarche.com

Benton Harbor, Michigan
 Grand Haven, Michigan
 South Bend, Indiana
 Fort Wayne, Indiana

ENGINEERS / ARCHITECTS / PLANNERS / SURVEYORS

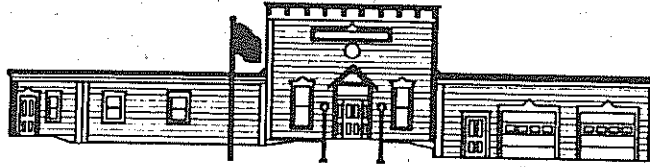
CB NO. _____
 DATE 08/02
 DRAWN BY CJS

PROPOSED ELEVATIONS
 BISON CONSTRUCTION CO.
 MANISTEE, MI 49660

SHEET

A2.2

CHARTER TOWNSHIP OF FILER



*Dana Schindler, Supervisor
Shirley Ball, Clerk
Larry Cabot, Treasurer*

*Thomas Chycinski, Trustee
David Hansen, Trustee
James Steinberg, Trustee
Edward Williams, Trustee*

*Matthew Pomeroy,
Water Superintendent
Stacey M. Hiltz,
Zoning Administrator*

2505 Filer City Road • Manistee, MI 49660 • 231-723-3138 • Fax 231-723-3191

August 21, 2002

Planning Commission Chairperson
City of Manistee
70 Maple Street
Manistee, Michigan 49660

The Charter Township of Filer Planning Commission has now completed a draft of the proposed Master Plan which is enclosed for your review.

This Plan is being sent to those on the Planning Registry and neighboring municipal planning commissions.

Please send all comments to Shirley Ball, Clerk at the above address within 65 days.

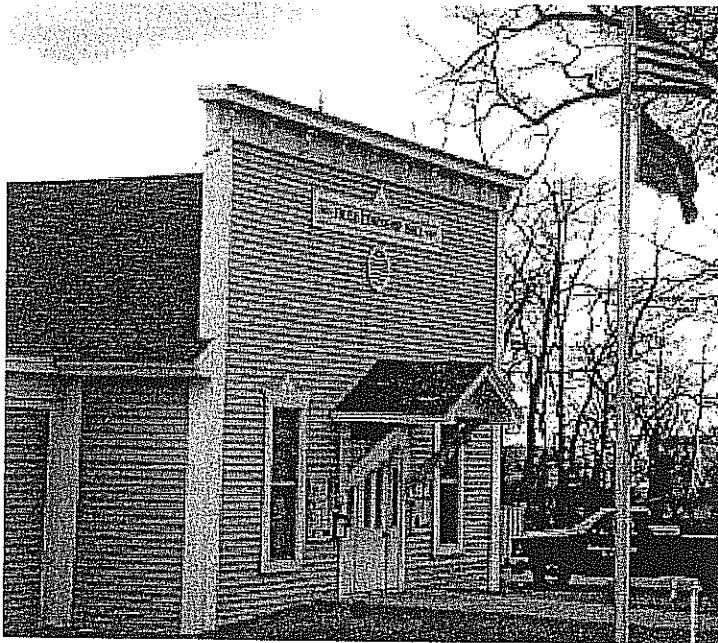
A handwritten signature in cursive script that reads "Shirley Ball".

Shirley Ball, Clerk
Charter Township of Filer

CHARTER TOWNSHIP OF FILER, MICHIGAN

MASTER PLAN DRAFT 2

DECEMBER 2001



GOSLING CZUBAK ENGINEERING SCIENCES, INC.
1280 BUSINESS PARK DRIVE
TRAVERSE CITY, MICHIGAN 49686
231-946-9191 (PHONE) 231-941-4603 (FAX)

TABLE OF CONTENTS

	PAGE
PURPOSE AND AUTHORITY TO PLAN.....	1
REGIONAL AND HISTORICAL SETTING.....	2
URBAN FORM	3
SOCIO ECONOMIC CHARACTERISTICS	4
HOUSEHOLDS.....	6
POSTULATED GOAL STATEMENT	7
NEEDS ASSESSMENT	9
GUIDING PRINCIPLES AND POLICIES FOR COMMUNITY PLANNING AND DESIGN.....	10
LAND USE PLAN	16
TRANSPORTATION PLAN - FUNCTIONAL CLASSIFICATION	20
IMPLEMENTATION PLAN.....	22

PURPOSE AND AUTHORITY TO PLAN

The Charter Township of Filer is authorized to prepare a Master Plan pursuant to Township Planning Act 168 of 1959, as amended. This statute enables a Township to prepare a plan for the purpose of promoting the public health, safety, and general welfare; encouraging the use of resources in accordance with their character and adaptability; avoiding the overcrowding of land by people and buildings; lessening congestion on public roads and streets; facilitating systems of transportation, sewage disposal, water supply, recreation, and other public improvements; and considering the character and suitability of the Township for uses judged in terms of such factors as the trend in land and population development.

The Master Plan is no more and no less than a statement of public policy based on a vision of the future as embodied in the statement of Township goals. Goals are a statement of how the Township wants to look and function in the future and the Land Use Plan, consisting of guiding principles, policies, and character descriptions, are the vehicles by which the vision will be attained. The Guiding Principles are especially important because they comprise the basic rules or standards against which all decisions will be measured and from which the Township does not intend to depart.

The Master Plan is intended to be general but not too general; specific, but not too specific. It establishes concepts, relationships, and patterns of development and circulation in broad-brush fashion rather than legal descriptions so it can be more broadly interpreted than, and can give meaning to, zoning.

To remain viable the plan must be flexible and dynamic, not static. It will have to respond to change as well as guide it. It will need to be evaluated and amended periodically to keep it fresh and current but each change must be evaluated on its merits (i.e., whether it enhances or detracts from the Township's vision). It will not always be easy to tell.

The Master Plan is the Planning Commission's plan and it alone is charged with interpreting, evaluating, amending, and keeping the Plan current. If it becomes stale and outdated, or is ignored, it will not further the vision of the Township. If it is used only when convenient, it will not withstand the challenges of law, which demand consistency in its application. It is important to note that plans do not implement themselves, Planning Commissions and Township Boards implement plans.

Finally, all public decisions relating to land use, transportation, and major capital improvements, that can be interpreted to influence the vision, must first be reviewed and acted upon by the Planning Commission. While the Township Board can take action contrary to the Planning Commission's recommendations, the Commission has the authority, according to state law, to evaluate such proposals regarding their consistency with the Master Plan. This gives the Commission the enormous responsibility of making sure that the Master Plan is current and generally consistent with what the public and the Board want the Township to be in the future.

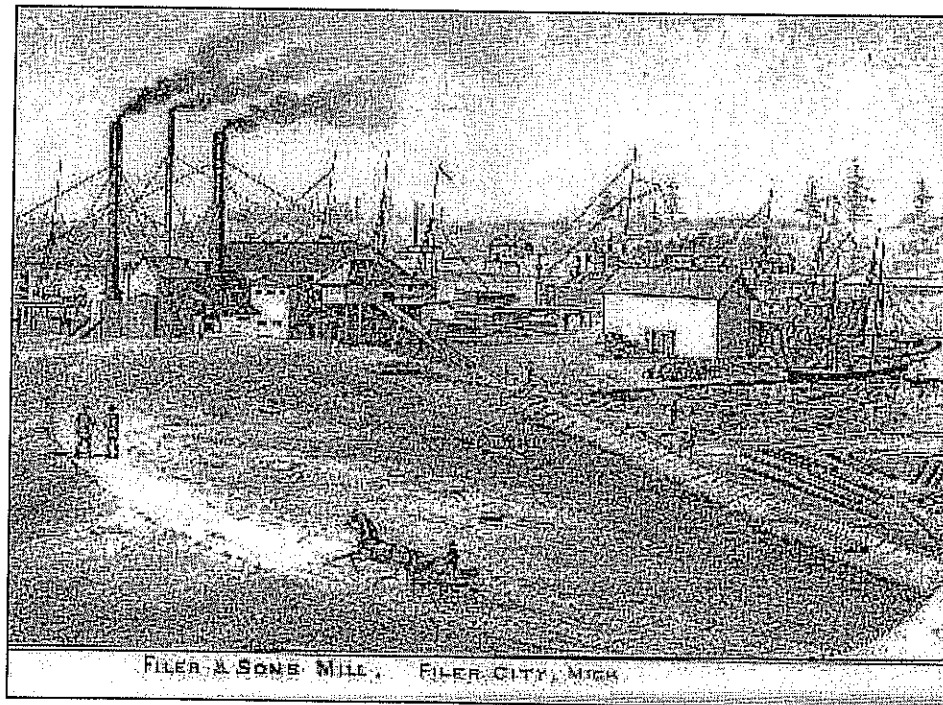
REGIONAL AND HISTORICAL SETTING

The Charter Township of Filer is located on Lake Michigan in Manistee County's southwestern corner, just south of the City of Manistee. The township consists of 16.5 square miles and approximately four miles of Lake Michigan shoreline. The Charter Township of Filer also boasts almost two miles of Manistee Lake shoreline. It is bordered on the north by the City of Manistee on the east by Stronach Township. Mason County is to the south and Lake Michigan is to the west.

Lumbering activity began in the area now known as the Charter Township of Filer with the settlement of the Stronach family nearby in 1841. The lumbermen who came to Manistee County around this time were the first purchasers of the majority of land in Filer Township. Major activity commenced in 1867 when the Filer family, at the time one of the largest lumbering operators in Manistee County, moved to today's Filer City area. They built a large mill, platted a village, and commenced to log all the nearby land. About the same time, two other mills were built on Manistee Lake in today's Oak Hill area. With all of this activity, the Township established its own local government in 1868.

Industrial activity has continued to be centered in Filer City. The Filer and Sons mill operated until about 1914. This was replaced in 1917 by a pulp mill. Over the years, this plant has been sold and expanded into a large industrial center.

The Charter Township of Filer provides residents with a quasi-rural lifestyle and offers a high quality of life with a varied four-season recreational climate. The Township's Lake Michigan and Manistee Lake shoreline, as well as its inland lakes and streams provide some of the finest fresh water recreation opportunities in northwestern Michigan.



URBAN FORM

The Charter Township of Filer is a community with two distinct personalities. The old Company Town, Filer City, and to a lesser degree, Oak Hill, is an urban place with narrow streets, small lots, and land uses that intermix businesses, industries, and shops with homes. These are compact and walkable neighborhoods because they were developed prior to the advent of the automobile when walking was a necessity and industrial Manistee Lake, one of the Township's truly defining elements, was its highway. Auto parking in these areas does not dominate the landscape, choosing instead, to occupy street edges and small, shared parking lots.

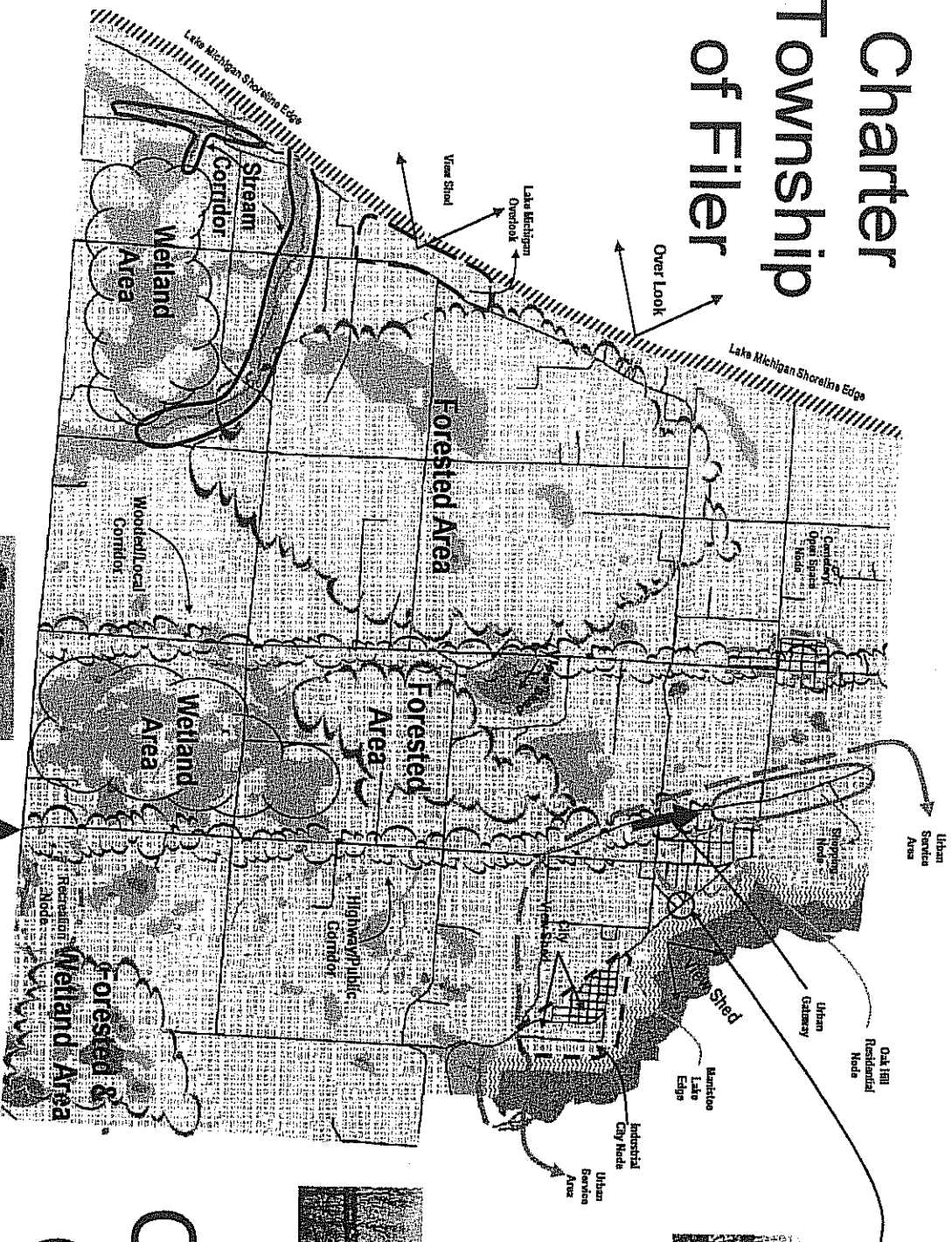
Both Filer City and Oak Hill are historic neighborhoods with historical street patterns and buildings that portray a unique character and identity. These neighborhoods feel like places that have a physical, visual, and social character based on the interrelationships of buildings and uses. While Oak Hill has been able to maintain its wonderful residential character, it has always been difficult for Filer City because of the dominance of heavy and obtrusive industry immediately next door. Nonetheless, these are very urban places that were developed more in the character and period of the City of Manistee.

The new Township represents a contrast with Filer City and Oak Hill. In fact, the memory of Filer City, the growing awareness of public health, and the influx of a seasonal population are likely the primary reasons for this change in land use patterns. The result has been very low-density development that generally stretches along road frontages and clearly separates residential uses from commercial and industrial uses. Furthermore, this contemporary pattern of development employs a one-building/one site approach and does not consider how development might relate to another use located next door. This pattern separates even similar and complementary uses to "protect" them from whatever might be located on an adjacent site.

While residential uses are generally tucked into wooded sites and are, therefore, not highly visible from road frontages, commercial development along US-31 exemplifies this one-building/one site approach. Each site accommodates a freestanding commercial use and each use has its own access to the Highway and overly generous parking located immediately in front of the building. This means that more parking is available than is actually needed, greater traffic conflict potential exists, and the need to widen the highway is increased. And, there is no provision for walking, except in driving aisles. While commercial development in the Township tends to be suburban in character, residential development in the more contemporary areas of the Township is very low in density and emulates a rural character, which is probably why residents elected to live here in the first place.

There is nothing inherently right or wrong about having two distinct community personalities so long as the servicing implications of this dichotomy are understood and equitably addressed by the Township's plans.

Charter Township of Filer

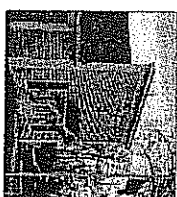


Bosling
 1300 Bassett Park Drive
 Fremont, CA 94538
 (916) 983-9801
 1-800-353-1022



County Gateway

Community Character Elements



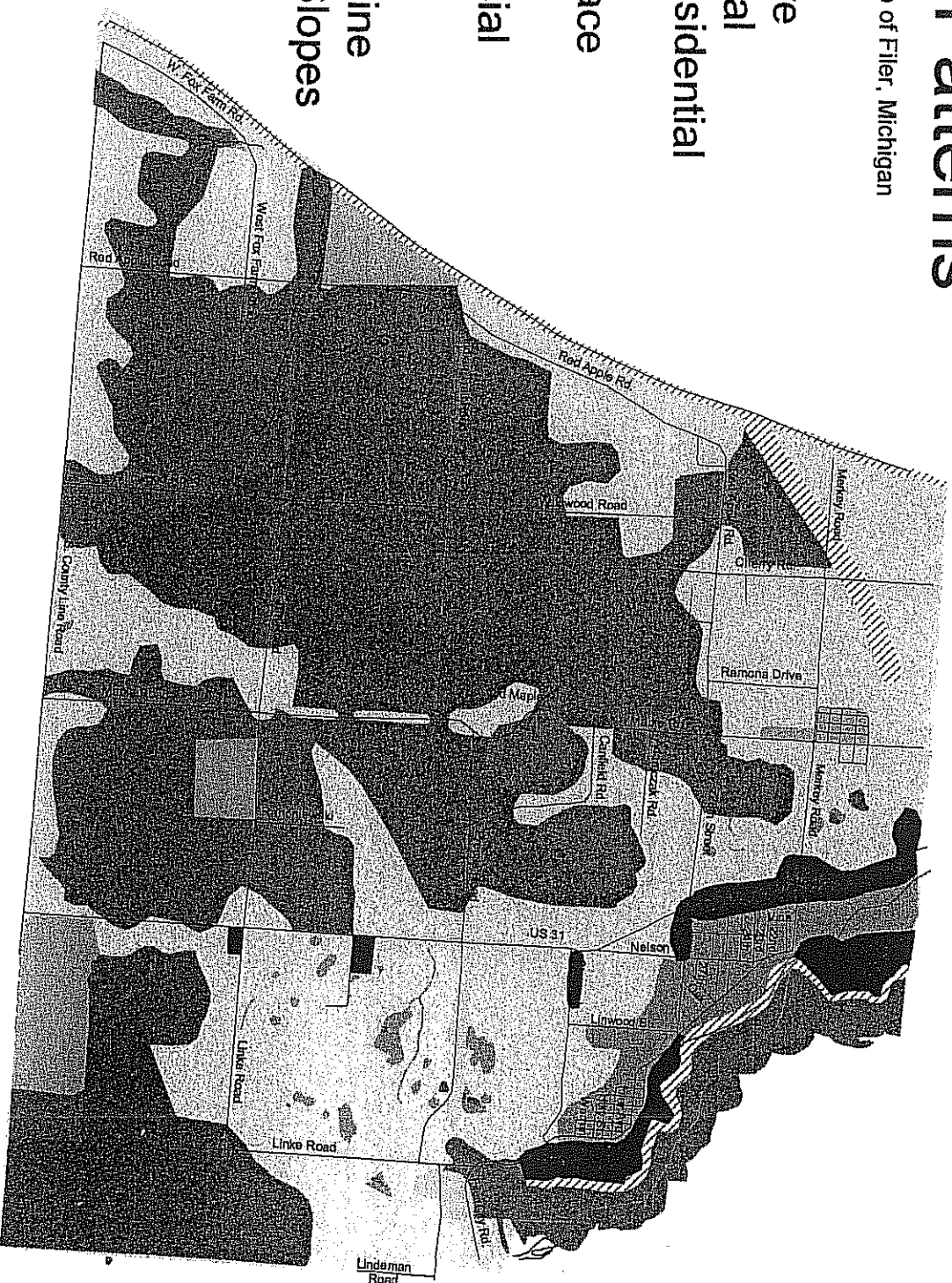
Existing Patterns

Charter Township of Filer, Michigan

- Agriculture
- Residential
- Urban Residential
- Forest
- Open Space
- Wetlands
- Commercial
- Industrial

Shore Line
& Steep Slopes

Streams

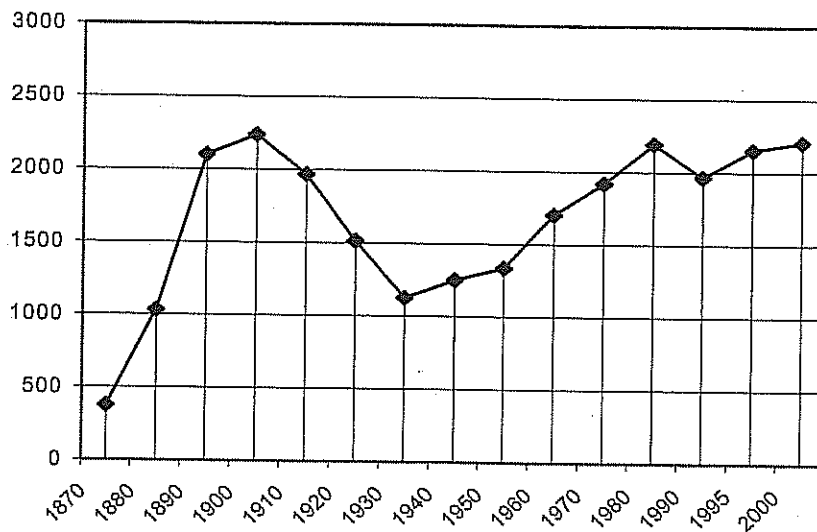


SOCIO ECONOMIC CHARACTERISTICS

Historically, Filer Township had a population of 376 people in 1870. Population grew rapidly due to the lumber industry and salt production. Between 1870 and 1890, there was a 559 percent increase in population. The population grew at a 10.6 percent growth rate during the 1890's decade and then steadily declined until 1930.

Early in the 20th century, the prime pine timber of northern Michigan was gone and the majority of the sawmills in Manistee County ceased operation. This factor (loss of jobs) caused a steady decline in the population of Filer Township to a low of 1,344 in 1930. However, by this time the automobile and good roads had arrived.

POPULATION



Source: Filer Township Master Plan, 1988

With this new era of transportation, the many people who lived and worked in the City of Manistee sought to move to areas that were more rural. Filer Township was nearby and large numbers of families took up residence. This caused a steady increase in the population until it reached 2,143 in 1980. Thereafter, population declined slightly most likely due to difficult economic times in the earlier part of the decade. Baring any major changes in the local economy, population is expected to continue to rise at a consistent rate that follows the trend of rural areas. There is the expectation that the Manistee area as a whole will continue to grow. This assumption is based on the growing demand for seasonal homes by the burgeoning baby-boom generation

SOCIO ECONOMIC CHARACTERISTICS (CONT.)

The age distribution in Filer Township and Manistee County in 1990 and 2000 was as follows. (Information provided by the Michigan Information Center and the United States Census Bureau.)

Age Distribution	Filer Township		Manistee County	
	1990	2000	1990	2000
Under 5 years	6%	5%	6%	5%
5 to 24 years	25%	23%	25%	24%
25 to 44 years	28%	23%	28%	26%
45 to 54 years	12%	16%	11%	15%
55 to 64 years	13%	13%	11%	11%
65 to 74 years	9%	12%	10%	10%
75 to 85 years	5%	6%	6%	6%
85 years and older	1%	1%	2%	2%
Median Age	39	44	38	41

Source: Michigan Information Center and the United States Census Bureau

HOUSEHOLDS

For the past five years an average of 16 housing units have been built per year in Filer Township based on known building permit activity. It is projected that the number of households will continue to increase, while the number of persons per household will decrease following national trends.

Year	Population	Households	Persons per Household	Housing Units	Seasonal Housing Units
1960	1,704				
1970	1,921			580	
1980	2,143	718	2.98	786	
1990	1,966	763	2.58	885	47
2000	2,208	886	2.49	996	64
2010	2,650	1,100	2.4		
2020	3,200	1,320	2.4		

Source: United States Census Bureau.

POSTULATED GOAL STATEMENT

The following statement of goals was derived from two discussions with the Charter Township of Filer Planning Commission on May 3 and June 7, 2000. They are based on the principle that the Township has two distinct characters or parts, one rural, the other urban, and that maintaining the character of both are essential to the future well being of the community.

1. Quality of Life.

To *protect and enhance* the quality of life in Filer Township (quiet, natural beauty, lakeshore, small town atmosphere, historic, safe).

2. Growth.

To provide opportunities for good design, mixed-use, *place making*, and flexibility to drive the growth of the Township.

3. Rural Character.

To promote development patterns that *preserve the Township's rural landscape and appearance* and minimize the visibility of rural area developments from roads.

4. Urban Form.

To establish consistent relationships between buildings and roads that create a *sense of place* and a meaningful urban character. Also, to encourage compact, walkable, mixed-use neighborhoods within the Township that provide opportunities for residents to work, shop, and play.

5. U.S. - 31 Corridor Visual Character.

To maintain the *gateway appearance* of the U.S.-31 corridor in areas that are currently rural and undeveloped.

6. Housing.

To encourage a *variety of housing*, including affordable housing, to satisfy the lifecycle needs of Township residents.

7. Urban Services.

To provide the full complement of urban services to the north U.S. - 31 shopping district, Oak Hill and Filer City in the interests of protecting the health, welfare, and safety of the most urban parts of the Township. Also, to maintain a level of services elsewhere in the Township commensurate with the demands of density.

8. Civic Space.

To promote the establishment of a historically significant public space that is the *focus of civic life* in the Township.

9. Economic Development.

To maintain the Township's role as a strong *partner in the regional economy* as a provider of shopping opportunities for the regional population.

10. Heritage/Culture.

To protect and build on the *historical, archeological and cultural character* of the Township.

11. Open Space Preservation.

To encourage the development of *planned communities* within the Township that preserve and incorporate natural features and maintain natural patterns and connections while protecting permanent open space.

12. Agricultural Land Preservation.

To maintain opportunities for farming while preserving the rural character and appearance of the Township.

13. Transportation.

To *protect the roadway capacity* of U.S. -31, maintain safety, and minimize the need for major capital improvements and expenditures for capacity enhancement.

NEEDS ASSESSMENT

Population projections for 2020 put the population of Filer Township at approximately 3,200 people with the average household size being 2.4 people. This represents an increase of more than 400 total households in Filer Township.

The recent trend has been to develop residential areas in "neighborhood like" settings under the current PUD ordinance. For the past five years an average of 16 houses were built per year. Most of these houses (approximately 88%) have been built in new 'neighborhoods', while rural development has been declining.

The current average urban lot size in Filer Township is 22,000 square feet. By multiplying the estimated number of urban households (400) by the current average lot size (22,000 sq. ft.), we can estimate how much land will be needed for residential developments. It is also important to take into account that some multiple family homes may be built and some homes are still being built in rural areas. By taking all of these things into consideration, we can surmise that Filer Township is going to use approximately 200 acres of land for urban residential development between 2000 and 2020.

According to information provided from the Michigan Resource Information System Base Maps (MIRIS), in 1993 there was approximately three hundred (300) acres of vacant land in the commercially zoned district in Filer Township. Commercial uses will increase by 2020 due to a rise in population, but the changes will most likely be subtle. There is adequate land already zoned in commercial districts for expansion of commercial enterprises to support the increased demand based on anticipated population growth.

An increase in industrially zoned land is not foreseeable. Although the type of industry or the companies may change, a substantial increase in industrial activities in Filer Township is not expected. If a substantial new industrial employer decides to locate in Filer Township, it will likely generate a significant increase in households and population in the general area and plan amendments will have to be made accordingly.

Land Use	Approximate Acreage to be utilized in the future
Residential	200
Commercial	0
Industrial	0
Other *	30

- Other Land Uses refers to land that is used to support the infrastructure of a community such as land for schools, churches, roads, parks, etc.

GUIDING PRINCIPLES AND POLICIES FOR COMMUNITY PLANNING AND DESIGN

“When we look at the most beautiful towns and cities of the past, we are always impressed by a feeling that they are somehow organic...Each of these towns grew as a whole, under its own laws of wholeness...and we can feel this wholeness, not only at the largest scale, but in every detail: in the restaurants, in the sidewalks, in the houses, shops, markets, roads, parks, gardens, and walls. Even in the balconies and ornaments”

Christopher Alexander,
A New Theory of Urban Design

The following are the planning principles and policies of the Charter Township of Filer.

1. **Consider every development as part of the larger neighborhood and community.** The problem with contemporary community development is that each site is planned and developed as if it needed to defend itself from neighboring sites and the larger community. Every site functions as an independent entity rather than as part of the larger whole. Each site provides its own parking, resulting in more land being used than is collectively needed. Each site depends on its own access creating more congestion and more dangerous streets. Each site has its own unused yards. And each building looks as though it has no relationship, either architecturally or functionally, to buildings on adjacent sites.
 - Require each development to demonstrate how it relates to and is part of the larger neighborhood and community and how it will become part of the development and natural patterns on adjacent sites.
 - Encourage the integration of new development with existing development so that everything is connected and a part of something else.
2. **Make things connect.** Recognizing that natural systems most always extend beyond the limits of a single site, these features should be connected and employed as the framework for future development.
 - Connect the valuable resources that define the Township and give it character including lakes, wetlands, stream corridors, viewsheds, parks, and historical features.
 - Require the connection of and protection of natural environmental corridors as the organizing structure, as greenway infrastructure, for future development.
 - Insure that greenways are sufficiently wide to serve as wildlife corridors.

- Wherever possible interconnect activity centers and natural and historical elements with pedestrian and bikeways.
 - Interconnect new projects with existing development, via roads, shared drives, and pedestrian accesses, wherever possible, as means to facilitate emergency access and minimize the number of direct accesses to major roads and Highways.
3. **Create a “sense of place”. Make things look like you want them to look.** A few communities understand why they are great places. Others haven’t a clue about what makes them unique and memorable. In still others, they don’t value place making because they are just a place to sleep. Why do we have to give any thought to looking like an identifiable and memorable place? Unfortunately, most communities are more concerned about how they will be affected by traffic than how things will appear from the vantage point of the road.
- Require that development plans define and reflect the natural, historical, and cultural characteristics that make the community unique.
 - Establish a physical design framework, a look, which guides developers and the public in the planning and design of buildings and sites so they look like they belong to the larger whole.
 - Identify, preserve and restore the Township’s heritage, wherever possible.
 - Protect and incorporate valuable natural resources as elements of all development plans.
 - Create a community or civic focus as the social center for the Township.
 - Develop and refurbish places to live in urban service areas using traditional neighborhood design principles that create identifiable neighborhood places.
 - Minimize the visual impacts created by wireless communications facilities from road and residential vantage points by encouraging the use of existing structures, collocation of antennas, and the use of colors and materials that camouflage towers.
4. **Create land use patterns that foster convenience and safety and result in the least demand for supporting services and infrastructure.** Land use patterns dictate the type, scale, and nature of public services and facilities. The more development is spread out, the more cost is associated with serving it.
- Create development patterns that tightly mix uses for the sake of convenience and reductions in travel demand.

- Confine pure commercial uses to areas already zoned commercial or to infill commercial sites and accommodate new commercial development in areas requiring rezoning to be part of mixed use developments.
 - Establish increasingly compact districts rather than allowing development to strip along roadways.
5. **Maintain the rural character and appearance of the highway and road corridors.** With the exception of the commercial district, the highway and road environs are rural in appearance. This quality will change if not controlled and managed with the understanding of what is to be achieved. Commercial districts, on the other hand, tend to feature parking lots as their visual roadside focus. Buildings are set far back into the site as a backdrop.
- Insure that the development of road and highway frontages incorporates and protects the existing rural character of rural road frontages.
 - Establish a pattern for commercial development that features buildings as the primary roadside image and narrows the distances between buildings on either side of the road.
6. **Keep streets and highways from becoming barriers.** Wide streets and highways often create barriers for pedestrians, causing residents to become increasingly dependent on the automobile for mobility or being isolated if the auto is not a transit option. The young and elderly are especially disenfranchised where the auto is the only form of mobility. While cars will continue to have a significant presence in the community, they should neither dictate how people live nor restrict mobility. Moreover, street width is directly related to the numbers of points of access to them. The more private driveway accesses there are, the more street width is required to both carry traffic and accommodate turning movements. More and narrower streets with good access control have proven to carry more traffic with the least amount of impact on neighborhoods and loss of accessibility. And, land use and access can be planned to minimize road width, thus making friendlier pedestrian places.
- Generally limit local road width in urban and rural areas to two lanes plus single turn lanes at intersections.
 - Wherever possible, employ or encourage on-road parking on both sides of neighborhood streets and other devices to slow traffic.
 - Except for roads that intersect the Highway, require short intersection curb radii in urban service areas to facilitate pedestrian accessibility.
 - Establish patterns of land use and access that optimize the spacing and number of direct accesses to allow for the maintenance of the present Highway width throughout the US-31 Corridor.

- Limit direct access to the Highway to well spaced public or private streets as a means to reduce congestion, minimize crashes, maintain capacity, minimize surface width, and improve traffic safety.
 - Always encourage the use of alternative accesses in lieu of direct access to the Highway.
 - Where direct Highway access cannot be avoided, require an access management plan that calls for well spaced shared accesses and future compliance with access standards.
7. **Establish transportation choices.** The Township has virtually no place for pedestrians to walk and limited transit options.
- Require sidewalks and/or bikeways on at least one side of all roads in urban service areas.
 - Cooperate with MDOT in developing a regional trail within the US-31 corridor.
 - Explore improvements in public transportation in cooperation with the City of Manistee and the school district to facilitate public transit choice and accessibility throughout the region.
 - Encourage the maintenance of rail service and all rights-of-way for future transportation use.
8. **Provide the full complement of housing.** Certainly, not everyone will wish to live in the same house for as long as they live in Filer Township and then elect to move away from familiar surroundings when their housing needs change. Likewise, business and industry need employees who in turn need to live somewhere nearby. If the housing stock is limited to higher value single-family units, there will be no place for any but the highest paid employees to live.
- Provide opportunities for a wide range of housing types to satisfy the lifecycle needs of Township residents of all income levels.
 - Consider a range of quality affordable housing types that cater to the needs of employees.
 - Disperse affordable housing throughout the community rather than concentrate it in larger developments.
 - Require a minimum of 10%, but not more than 20%, of housing units within projects consisting of 10 or more units be comprised of affordable housing.

9. **Think regionally, act locally.** Some decisions are just too big to be made exclusively by local governments. Virtually every decision will have at least some effect on the larger region but some such decisions must be made by local units. All decisions should be made to serve the best interests of the larger region as well as the Township.
- Always consider the regional implications of local decisions, no matter how small that decision may seem, and act responsibly in the Region's and Township's best interests.
 - Cooperate with municipal neighbors, the County, and State in the consideration of a US-31 Bypass.
10. **Engage the public in planning.** While the tendency is for communities to plan for stuff like buildings, roads, parks and the like, the real purpose of planning is to plan for people and how and where they will live, shop, work and play. Thus, people having a stake in the community should be continuously and productively engaged in its planning.
- Program and design public involvement (not just public hearings) as a regular component of all decision making.
11. **Provide urban services that represent the best value for residents and businesses and reflect the demands of density.** Public water is already available to the urban portions of the Township and sewer service is needed. Great care must be taken to objectively evaluate alternative methods of sewerage service/treatment to insure that the approach employed represents the best value for the ultimate users of the service, in balance with environmental effects, whether provided by the Township or some other entity.
- Cooperate with neighboring municipalities to objectively evaluate alternative public service delivery options.
 - Use public utilities (sewer and water) as tools to encourage development within urban service areas.
 - Require all local and collector roads in Urban Service Areas to be paved with bituminous or similar hard surfaces and, with the exception of arterial roads, require gravel surfaces in areas designated as Rural Service Areas.
12. **Maintain the character of rural and agricultural areas.** While much of the rural area of the Township has been divided into large residential lots and is no longer farmed, the character of these areas has not yet been significantly altered. The character of these areas should be protected for as long as possible.

- Encourage the clustering of development as a means to preserve valuable natural resources and open space.
 - Create incentives to encourage the incorporation of desirable views and vistas, woodlands, farmlands, and the protection of ridgelines into development plans.
 - Encourage development in areas furthest from the urban service area to be delayed for as long as possible by requiring large lot developments.
13. **Reclaim the Lakeshore.** Industry as we know it will not always occupy the shoreline of Manistee Lake. Originally dependent on the Lake for transportation and later rail, heavy industry will have less need to occupy the Lakeshore as historical transportation needs continue to weaken.
- Formulate plans for future reuse of the Lakeshore.
 - Protect the waters edge for future public use and access.
14. **Protect the public from industrial hazards.** The Township harbors an industry that processes and transports sour gas and oil containing high levels of hydrogen sulfide. Unless responsibly and prudently regulated, these activities could represent a significant public health hazard.
- Establish and enforce responsible standards for the release of hydrogen sulfide (H₂S) at wellheads, processing facilities, and pipelines.
 - Establish and maintain separation distances between wellheads, processing facilities, pipelines and residential areas and places where the public congregates, that minimize the potential for hazards.

LAND USE PLAN

The following descriptions represent the land use intent within the areas designated on the Land Use Plan:

Urban Residential – Areas designated Urban Residential correlate with the older residential areas of the Township and are intended to accommodate a variety of housing types ranging from attached and detached single-family to multiple-family housing. These richly historical areas are urban in nature with a distinct character that reinforces the feeling of neighborhood cohesion rather than a collection of unrelated houses. They are intended to infill with development of the same character as Oak Hill and Filer City with smaller lots, sidewalks, narrow paved streets with tree lawns built on a fine grid street pattern, alleys, public water and sewer utilities, on-street parking, and garages located in the rear yards, making buildings the prominent features of neighborhood streets, not garages.

Allowable densities in these areas are intended to range from a low of three units per acre for single-family housing to a high of 10 units per acre for multiple-family housing with flexibility allowed within these parameters by special use permit and PUD. Public and institutional uses including parks, churches, schools, historical features, and essential services are intended to be allowed in Urban Residential Areas, provided they are compatible and in scale with surrounding residential development.

Filer City is the most at risk residential area in the Township because of the influences of Lakefront industry. This area, in particular, should be studied to see whether there are opportunities and incentives to improve or rehabilitate the housing stock and strengthen the general character of the neighborhood.

Residential – Areas designated residential consist of low-density detached single-family housing that do not offer the full complement of urban services. These areas are intended to have on-site sewer and water systems and rural roads with improved surfaces, shoulders, and ditch sections. These areas are not intended to have publicly maintained parks but should have access to the Township's park system via an interconnecting trail network. Here, the rural appearance is intended to be perpetuated and tract subdivisions striped along roadways are to be avoided by the creative placement of structures and appropriate screening to minimize the appearance of homes from road frontages. Public and institutional uses that can be accommodated with on-site utilities and essential services are intended to support the needs of residential neighborhoods.

Densities are intended to range from not more than two residential units per gross acre for standard subdivisions, condominiums, and land divisions to three units per gross acre where clustering is employed, provided such developments have approved waste disposal systems and at least 40% of the land area is maintained as open space correlating with valuable natural features such as wetlands, steep slopes, mature trees, and shorelines. Where clustering is employed, lot sizes are intended to be based on the capability of the soils to accommodate on-site wastewater treatment. The intent is to preserve larger tracts

of interconnected open space in residential areas. Such open space is not intended to be used or maintained as public land unless it exceeds an area of 10 contiguous acres. These areas are intended to be usable by residents of the development and to be connected to other existing or potential open space preservation areas. Connected open space preservation areas are intended to be protected by conservation easements or other appropriate measures.

Forest Residential – Forest Residential areas are rural in nature and have a very low density of one residential unit per 10 acres. They are intended for detached single-family housing that is serviced by on-site sewer and water utilities and rural road sections and the keeping of limited domestic livestock such as fowl and horses. Larger areas of interconnected open space, and especially trees, are intended to be preserved by the clustering and positioning of housing. A 20% density bonus is intended as an incentive to preserve open space and natural features provided developments have approved wastewater disposal systems and valuable natural features are preserved that interconnect with larger tracts of open space. Shared residential wastewater treatment systems are not intended to be employed in these areas. With the exception of essential services, forest and game preserves, and golf courses, uses that require public maintenance like parks are not intended to be located in Forest Residential areas.

Commercial – Commercial areas generally correlate with the existing retail development located along US-31. These areas are intended to accommodate pure commercial uses that augment the shopping center character of the corridor. These areas are intended to have limited and/or well spaced access to the Highway to minimize traffic conflicts and the need for Highway widening. Generally, these are shopping center type uses that cater to the shopping needs of the greater Manistee community. These areas are intended to be served by public utilities.

Multiple-Use – Multiple-use areas are intended to enhance convenience by allowing a mixture of uses where people can live, work, shop, and play all within the same general area. Such areas are intended to accommodate planned residential (attached and detached single-family housing and apartments at densities of up to 10 units per acre), commercial retail and service, employment, office, public facility, institutional, and recreational uses that have well-spaced or alternative access to US-31 and yet prominently display buildings rather than parking lots from the Highway. Properties within this area are intended to, be planned as larger land units (10 acres or larger in size), have a predominance of residential uses (over 50%), and integrate three or more of the specified uses to maximize compatibility. The primary emphases for PUDs are to: establish compatible relationships between buildings and uses, create connected and walkable places, develop and maintain a quality appearance from streets and highways, preserve and integrate natural features and patterns into the design and encourage the maintenance of existing trees and wetlands to define the edges of land uses, all while respecting already existing residential uses that may be nearby.

All developments in Multiple-Use areas exceeding 10 acres in size are intended to be processed as PUDs to insure that uses are compatible and complementary to each other and with uses that may border the PUD. Parcels consisting of 10 or less acres shall be used only for residential development. Here, a host of design principles are intended to apply including requirements for generally smaller buildings, buildings facing the Highway and having a planned relationship with each other, minimum front building setbacks, parking primarily located at the side and rear of buildings (parking limited to a single bay width if located in front of the building), parking shared with other uses, connected parking lots and driveways, alternative access, excellent landscaping to connect uses and yet screen the perimeter of the PUD where conflicts with existing uses may result, quality building materials, use of windows, hidden loading docks, and no outdoor storage. Multiple-use developments are intended to be serviced by public sewer and water utilities as soon as they can be made available.

Business Park – Business park areas are primarily places to work. They are intended to accommodate generally smaller buildings and employment uses involving manufacturing, testing, processing, assembly, and storage of finished or semi-finished products, and office uses having no outdoor storage that is visible from residential areas or public roads and which have the need for neither rail nor Lake transportation. An incidental amount of commercial and retail development is also intended to be accommodated in support of the business park. These areas are intended to accommodate clean industries and support facilities that have a quality appearance from the road and meet high-level environmental performance standards. Such areas are intended to be serviced by public sewer and water utilities, when available.

Lakefront Industry – Lakefront industrial areas correlate with the existing industrial development located on Manistee Lake. This area is intended to accommodate larger employers that depend on the Lake or rail to satisfy their transportation needs. It is intended to be serviced by public sewer and water utilities and its boundaries are intended to remain fixed.

Heavy industry was the catalyst for the original settlements of Filer City and Oak Hill and it continues to have a significant influence in the neighborhood. On the other hand, this area is susceptible to change over the next 20 years and any new industries should be held to a higher standard of site design and lakeshore protection than those present. Future users may not have a need for either rail or Lake transportation so this area may actually lose its historical allure for heavy industry suggesting a change in use to clean industry, office, residential, institutional, and open space uses attributable to the growing amenity value of the lakeshore. It is intended that thought be given to the possible reuse of the Lakeshore 20 or more years into the future as industries elect to seek other locations or are eliminated through merger.

Agriculture – Though only a few operations remain, farming is intended to be encouraged for as long as possible with minimum conflicts from residential uses. In order to minimize

conflicts, the residential density in Agricultural areas is intended to be one unit per 10 acres and farming operations are intended to be small, providing for such limited agricultural uses as the raising of farm animals, the production and sale of agricultural crops such as fruits, grain, vegetables, greenhouse plants, trees and nursery plants, related farming activities, roadside stands, and home-based businesses.

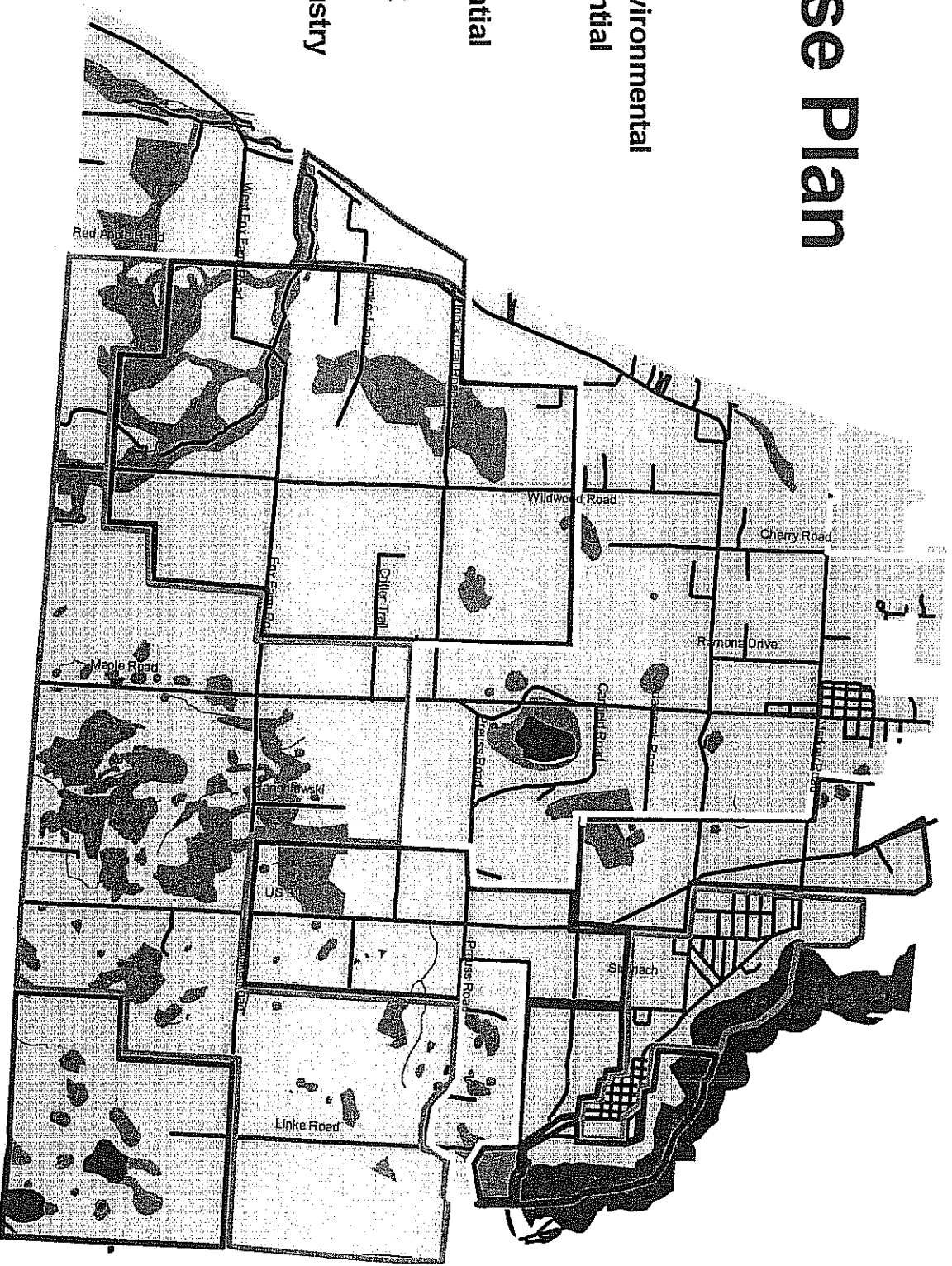
In Agricultural areas, rural road sections are intended and the clustering of housing is encouraged, provided residential units have access to an improved road (no access allowed to US-31, however) and approved on-site wastewater treatment is provided. Clustering is encouraged both to protect natural resources and to provide for the continuation of farming. A 30% density bonus is intended as an incentive to encourage clustering. With the exception of essential services, and privately owned golf courses, uses requiring public maintenance such as public parks and institutional buildings are not intended to be permitted in Agricultural areas. Shared residential wastewater treatment facilities are not intended to be employed in Agricultural areas.

Lakeshore/Environment – These areas are essentially lakeshore protection areas that are either owned by the Township or are wetlands needing protection. These are high amenity areas that will remain as permanent open space and view sites. The only improvements that are intended to be allowed in these areas are to be recreational in nature.

Charter Township of Filer Manistee County, Michigan

Land Use Plan

- ☐ Lakeshore/Environmental
- ☐ Forest Residential
- ☐ Agriculture
- ☐ Residential
- ☐ Urban Residential
- ☐ Commercial
- ☐ Business Park
- ☐ Multiple Use
- ☐ Lakefront Industry



TRANSPORTATION PLAN – FUNCTIONAL CLASSIFICATION

The transportation plan consists of one major arterial road (US-31), urban and rural collector roads, and urban and rural local roads. The plan also advocates the employment of access management to minimize the amount of future roadway needed to satisfy travel demands.

Principal Arterial.

US-31 is classified as a Principal Arterial under the National Functional Classification System. It is also on both the National Highways of Significance System and the Priority Commercial Network.

US-31 is the only Principal Arterial in the system. Its primary function is to carry relatively high volumes of traffic, medium to long distances, to and through the Township. It is intended that arterial roads offer only very limited direct land access, primarily at road intersections and shared commercial driveways, that accesses be well spaced or alternative access be provided, that major intersections be signalized, and that no on-street parking be allowed. Arterials are primarily intended to carry through traffic, not to provide direct access to individual homes and businesses. Limiting the number and type of direct accesses will provide for less conflict and safer travel if the road width remains as narrow as possible, except at intersections where turning lanes may be warranted to facilitate traffic movement. Access management is especially needed throughout all segments of US-31 in Filer Charter Township to maintain the efficiency and safety of the road.

Collector Roads

Urban collectors such as Merkey Road and 28th Street are intended to carry moderate volumes of traffic relatively short distances, collecting traffic from urban local streets and distributing it to other collectors and arterials. These are intended to be built to an urban standard with paved surfaces, curb and gutter, piped storm drainage rather than ditches, and associated sidewalks, bikeways or trails. Urban collector roads are intended to be two to four lanes in width providing for two moving lanes of traffic plus on-street parking. Turning lanes are warranted at major intersections. Accesses are intended to be adequately spaced to maintain traffic capacity. Wherever possible direct access to collectors should be limited to roads and shared driveways. Design practices and features are encouraged that slow traffic to less than 35 miles per hour.







Rural collectors are intended to carry relatively low volumes of traffic longer distances in areas of the Township where rural residential development exists. Improved rural collectors are two lane roads with paved surfaces, shoulders, and ditches. Rural collector roads with minimum improvements are also two lane roads with graveled or paved surfaces, shoulders, and ditches. Direct access from homes and businesses to rural collectors is intended to be permitted but developments having two or more buildings are intended to share driveways and roads. All collectors are intended to be public roads and have a minimum surface width of 24 feet where on-street parking is not allowed.

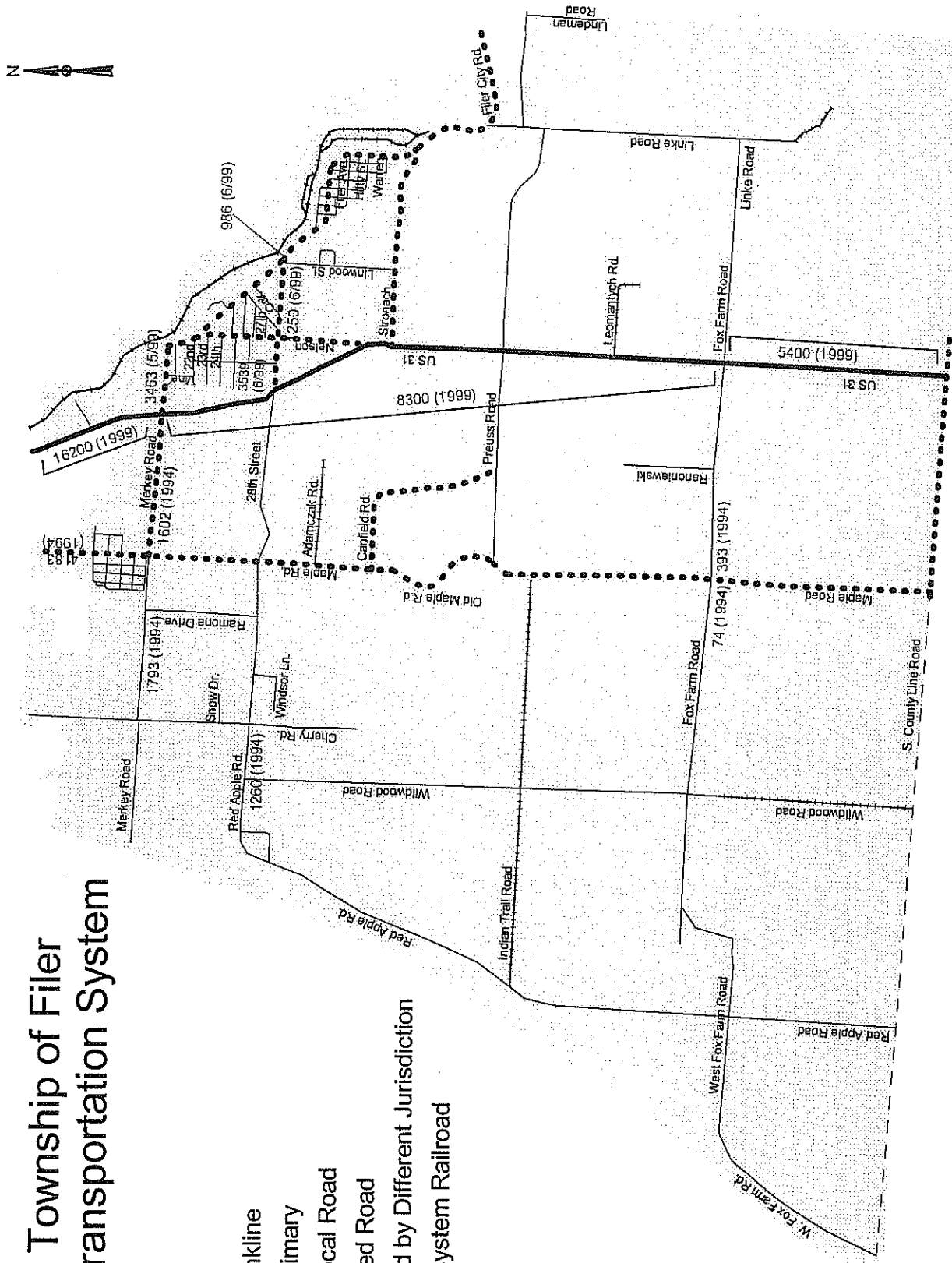
Local Roads and Streets

Urban local streets are primarily intended to carry neighborhood traffic short distances to and from homes and businesses to collector roads. These are intended to have two moving traffic lanes with paved surfaces, curb and gutter, short curb radii, piped storm drainage, sidewalks, and on-street parking. Street design and improvements are encouraged that slow traffic to less than 30 miles per hour.







Rural local roads are intended to have graveled surfaces with ditch sections, or, at the discretion of developers and residents, private roads with paved surfaces. These are intended to be either public or private roads and have a minimum surface width of 20 feet where on-street parking is not allowed. The minimum width for local roads with parking on both sides is intended to be 26 feet, allowing for a "Yield" traffic flow (to be illustrated).

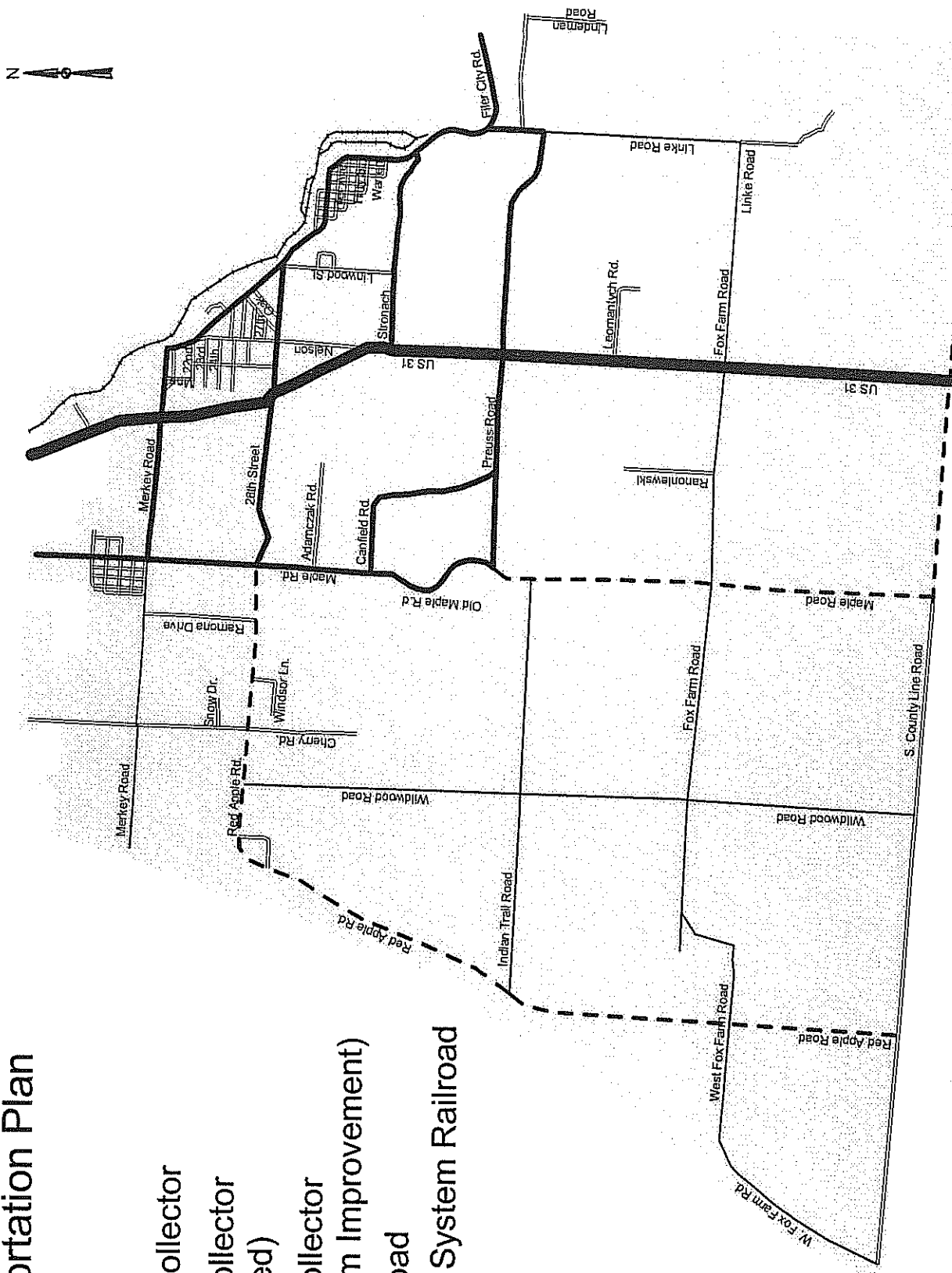
Charter Township of Filer Existing Transportation System

-  State Trunkline
-  County Primary
-  County Local Road
-  Unimproved Road
-  Maintained by Different Jurisdiction
-  Chessie System Railroad



Charter Township of Filer Transportation Plan

-  Arterial
-  Urban Collector
-  Rural Collector (Improved)
-  Rural Collector (Minimum Improvement)
-  Local Road
-  Chessie System Railroad



IMPLEMENTATION PLAN

Zoning Ordinance

This Master Plan establishes core concepts, ideas, and policies that are not consistent with the Township's present Zoning Ordinance. This means that the Ordinance will need to be amended or rewritten to support the plan or none of the ideas in the Plan will ever be realized. As the primary Plan implementation tool, zoning must reflect the directions established by the Plan.

Some examples of needed changes include the following:

1. Updating of Article 88, Planned Unit Development, to reflect the intent and purpose of the Mixed-use category of land use as specified by the Master Plan. The existing PUD ordinance is generally deficient in those things needed to make it a useful tool for creating planned communities.
2. Article 60, the Limited Industrial District, permits uses that are not intended to be allowed in the areas so designated on the Land Use Plan. In particular, Oil and Gas processing facilities, and Open-air display areas for the sale of manufactured products, do not fit with the Business Park concept established by the Land Use Plan.
3. The Zoning Ordinance currently has no access management regulations. This is a major theme of the Master Plan. An access management ordinance would regulate the nature, and spacing of accesses to major roads, and especially the Highway, to maintain their traffic carrying integrity and improve safety.
4. The urban form proposed by the Land Use Plan for Urban Residential areas and areas located near the Highway is not addressed by the current Zoning Ordinance and such patterns will not be realized unless the Ordinance is amended to reflect the Plan. This is perhaps one of the most critical changes to the Ordinance in terms of its affect on future development.
5. Institutional uses are permitted in the Agricultural Residential District as Special Uses even though the Master Plan specifies that such areas should have minimal public services. If the intent is to limit services, uses must also be restricted to those, which require little or no service.
6. Zoning district boundaries and district names may also need to change to reflect the intent of the Master Plan.

There are numerous other inconsistencies like the incentive based clustering and density bonuses advocated by the Master Plan and the preservation of open space that need to be regulated very clearly by the Zoning Ordinance. The effort to ensure that the Master Plan will be implemented successfully will require a significant rewriting of the Ordinance.

Public Utilities

Perhaps the biggest issue facing the Township is the need for public sewers in areas designated for Urban Residential, Mixed-use, and Limited Industry. While the Township offers public water service to Urban Residential areas, sewers will not be available to the

areas that need them without a large expenditure of public moneys, a lot of planning and cooperation, and the resolution of numerous environmental and political concerns.

A number of alternatives should be evaluated including: 1) connecting to the Manistee City system, 2) cooperating with PCA to provide for shared treatment at the present PCA plant, 3) connecting a new Township plant to the PCA outfall sewer, and/or 4) building a new sewage treatment facility to serve the Township alone or both the Township and PCA. Also, the treatment of septage should be considered as part of some of these alternatives. Because of the seriousness of this issue, none of these options can afford to be discarded without first doing an exhaustive analysis.

The Township should undertake a feasibility study to determine which of the options will best reflect the interests and needs of the resident users of such a system recognizing that not all Township residents do now or will have a need for public sewer service in the future.

There are two major concerns that need to be explored in the evaluation of alternatives, the effects on the environment and the costs to provide the service, especially the cost to the ultimate users of the service. Therefore, both need to be explored as part of the feasibility study.

Regarding costs, the City has at least broached the idea of offering treatment services to existing development within the Township at a cost that reasonably reflects its cost to treat the wastewater. The City is not willing to service commercial development in the Township that competes with business in the City at these same favorable rates. Nonetheless, there may be room to negotiate an agreement with the City that may be more favorable, both environmentally and cost-wise to the user, warranting further consideration. With this approach the Township could elect to have the City own the collection system or it could own and maintain the collection system itself.

Treatment through the PCA facility will present a new dynamic since there may be the need to upgrade the treatment plant, raising public vs. private ownership issues. A complete new treatment facility will give the Township the highest level of control, however, it will also impose a new set of urban service responsibilities on the Township, as well as major environmental concerns, to provide a relatively small portion of the Township with sewage treatment and collection services.

US-31 Improvements – Access Management

Undoubtedly, the issue of widening US-31, or its relocation, will arise in the future because of the existing bottleneck in the City of Manistee. The Master Plan establishes policies that would maintain the Highway's current width, except at intersections, by requiring alternative access and limiting access to well-spaced roads plus a few shared private driveways. If the Township is diligent about enforcing these policies, the Highway may not require widening or relocation. Of course, the ultimate outcome may depend on how Manistee Township intends to deal with the Highway issue.

If the Highway is relocated to the east as has been suggested, a significant volume of traffic will be able to bypass the Township's commercial district. The degree to which the district depends on passing vs. destination traffic is unknown. This would have to be determined as part of a joint realignment study that would need to be undertaken by MDOT and the affected municipalities. Such a realignment study would have to consider the benefits of realignment vs. its political, environmental and socio-economic costs. It may not be practicable to relocate the Highway, even if seemingly justifiable, which means that the integrity and capacity of the present road will need to be guarded religiously if it is to remain as the shared thread that connects the urban area's three communities.

Since two-lane roads with turn lanes at intersections appear to be the most efficient means to carry traffic according to recent studies, access management will be an invaluable tool in protecting the capacity of existing US-31 whether or not it is relocated in the future. The Township should therefore develop an access management ordinance for the US-31 corridor as part of the updating of the Zoning Ordinance in accordance with MDOT guidelines. The Township should also cooperate fully with the several municipalities affected by the possible relocation of US-31 and MDOT to insure that the correct decisions are made and all alternatives are adequately considered.

Public Transit

The Township is well served by a demand responsive dial-a-ride transit service. While this service is currently adequate to satisfy the needs of Township residents, there will be a growing need to improve service within the more urban areas of the Township as the population grows older, densities increase, and gasoline prices soar. This may include fixed route service between Filer City and the City of Manistee to facilitate the movement of employees to and from employment and shopping centers in both communities. The Township should continue to play an active leadership role to insure that the ever-changing transit needs of the Township will be satisfied.

Open Space Preservation

If the clustering of housing and "making things connect" are to be encouraged throughout the Township in an effort to preserve "greenway infrastructure", there will be the need to create the mechanisms that will make that a reality short of land acquisition. This will require the employment of such things as the transfer of development rights (TDR) and the dedication of open space by irrevocable conveyance including deed restrictions, protective covenants, and conservation easements. Dedication of open space may have application in some instances via farmland trusts, conveyance to homeowners associations, condominium agreements, and transfer of deed to the Township or some other governmental agency. Criteria should be established to determine when each of these tools would be considered to be acceptable.

Capital Improvements Program (CIP)

Because of the substantial costs that may be associated with developing a sanitary sewage treatment/collection system, the Township should study all of its long-term capital needs and decide how they will be paid for and over what time frames. In some manner or form, all public improvements compete for dollars with all other improvements so everything cannot be built because there are not enough monies to do everything. The idea of a

Capital Improvements Program is to compile a list of both needed and desired capital projects generally exceeding a cost of \$10,000 and prioritizing their construction or purchase over a 5 to 6-year period. Such improvements may include, but not be limited to, fire equipment, public utilities, building construction or remodeling, parkland acquisition and development, sidewalks and bikeways, and parking lot improvements. Every year the CIP should be reevaluated and updated. Priorities are frequently altered based on the availability of money. Anticipated sources of funding are also listed including grants. If this process has not yet been institutionalized as an annual procedure, it should be done in conjunction with the consideration of how to satisfy the sewage treatment needs of the Township. A capital committee could be established each year to assist the Board with the updating process.

Design Framework/Guidelines

The Charter Township of Filer has a wealth of natural, historical, and cultural characteristics that make it a truly unique and identifiable place. These characteristics will be lost if they are not carefully documented and then carefully repeated. If the Township is concerned about preserving its character it will have to achieve an understanding of what makes this a great place and then replicate the forms that give it its character. In order to do this, an urban design framework should be formulated with help from an architect and/or urban designer. The framework would establish standards for public and/or private facilities including building, road and highway, landscape, Township entry, and civic space design. The intent is to create a consistent appearance or "look" throughout the Township that is recognizable to both residents and visitors and will be the source of pride for those who live in the Township.

The development of design guidelines will be essential to insure that developments in highly visible locations, such as those along US-31, will ultimately portray the desired entrance or gateway characteristics and patterns that are described in Multiple-use areas. These, too, can be developed by an architect or urban designer. Enforcement of such appearance standards can be done by ordinance but may also require the employment of a design review committee. If such an approach were to be attempted, Filer would be one of only a handful of townships in the state willing to undertake the enforcement of design guidelines in the interest of improving or maintaining the character and appearance of a highway corridor or business district.

Corridor Study

The US-31 corridor has the potential to become either an asset or a liability depending on how land use patterns evolve. If every parcel is allowed to develop as an island unto itself and fails to consider the context or the relationship it enjoys with neighboring properties, it will become both an eyesore and a traffic hazard and the Township's image will be adversely affected. There is also the issue of preserving the rural character of the highway, while allowing a reasonable amount of development to occur. Preserving something of the natural character of what people now see from the road will be a major challenge unless an effort is first made to define what is to be preserved and how land use is to be managed and regulated within the corridor consistent with preserving rural character. This will be the purpose of the US-31 corridor study, which should cover the entire stretch of US-31.

Affordable Housing

The shortage of affordable housing is one of the most difficult problems facing communities today. Every urban township and city has such a housing shortage but few have the conviction to do anything about it, forcing people of modest income to travel long distances from rural areas to places of employment within the urban area.

According to the US Government, an affordable house is one where not more than 30% of a family's income is used to pay the total cost of housing including principle, interest, taxes, insurance, maintenance and utilities. The National Association of Home Builders defines an affordable house as one priced at approximately three times the annual household income. Affordable housing may actually range from \$40,000 to \$120,000, or the equivalent in rent, depending on family composition and income.

There are numerous barriers to providing affordable housing including discriminatory development regulations and policies, land use policies that affect costs, raw land costs, site development costs, construction costs and the development review process, none of which will be easily overcome. What can be done to encourage affordable housing even though the Township does not regulate housing construction? First, the Township should require, by ordinance, that housing and mixed-use developments provide a minimum percentage of housing in the affordable range as a condition of project approval and that density bonuses be available to developers that provide affordable housing. This would be consistent with the policy statement on page 13 of this plan. Secondly, the Township should work closely with the Manistee County Housing Review Board and the State of Michigan to obtain grants and loans for affordable housing and housing rehabilitation. Thirdly, the Township could be proactive in establishing a site for a small manufactured home development of say 30 or less units within areas designated for residential development by the Land Use Plan. Such development would require both public sewer and water services. This too may require assistance from the County and State. Such an initiative, however, may not be politically acceptable to existing residents. Since the Township has no staff available to administer housing programs and initiatives, it will have to do those things that require a minimum of effort but still have some potential for success.

Parks and Recreation

The Township contains a number of park and recreation facilities, some of which are owned by the school district. Township facilities include the Filer City swimming pool, a vest pocket or playground type park near the pool, the Oak Hill playground, a ball diamond near 23rd Street, Sundling Park, a road end access to Lake Michigan, and the Magoon Creek Natural Area comprising 97 acres and having a quarter mile of beach frontage on Lake Michigan. With the exception of the Magoon Creek Natural Area, these are small facilities, which tend to emphasize playground equipment and little else. Based on NRPA standards, the Township is deficient in neighborhood parks and athletic field facilities, especially in the Canfield Lake area. It has also identified the need for a historical civic space or central park facility in the Town Center/Oak Hill area.

There is also an emerging awareness in the Township of the need to preserve unique natural resources in the form of lakeshore, wetlands, and high quality woodlands, whether or not such areas will serve an active recreational use. Particular emphasis will be placed on the acquisition of properties located on Manistee Lake as industries begin to divest themselves of land that is no longer needed for industrial development and/or redevelopment becomes a necessity. Such properties may be of regional significance warranting cooperative funding efforts.

In order to seek funding for needed park and recreation improvements, the Township should continue to update its Michigan Department of Natural Resources Community Recreation Plan in order to qualify for recreation grants administered by the DNR. In so doing, it should develop a cooperative relationship with the school district, the County and the City to minimize duplication and enhance the probability of funding success.

Intergovernmental Cooperation


Even when they are immediate neighbors, municipalities do not much talk to one another until a crisis has already arisen. So many issues could be avoided and so much money saved if neighbors would try to resolve shared problems before issues arise. The most contentious contemporary issues between the City and Township, even though the Township is chartered, are annexation and the delivery of sanitary sewer services. A joint written policy should be established for when and under what circumstances annexation would be agreeable. Furthermore, efforts should be made to negotiate a sewer service agreement with the City as a first resort, if that option appears to be the most feasible and desirable from cost and environmental standpoints for the ultimate users of the service. Mediation may be needed to resolve issues of such great importance to the two parties. The Township should take the initiative in establishing a stronger relationship with all of its neighbors, in particular the City of Manistee.

Ongoing Public Involvement

Only bureaucracies truly believe that public hearings, after all the decisions have been made, are a form of public input. Actually, a public hearing can be very useful to signify the formal completion of a project, plan, rezoning, or study, but unless there has been considerable public involvement prior to the hearing, only those who disagree with the outcome will show up. The Township should adopt a procedure that almost always provides opportunities for its citizenry to participate in, listen to, and comment on projects in progress as a means to improve credibility for the outcomes and those having to make the ultimate decisions. The public should be made aware of the problems for which solutions are being sought and they should participate in the formulation of project objectives and the development and evaluation of alternative solutions. Where such processes are strictly followed, the quality of decisions is generally much better.

Memorandum

TO: Members of the Planning Commission

FROM: Jon R. Rose 
Community Development Director

DATE: August 29, 2002

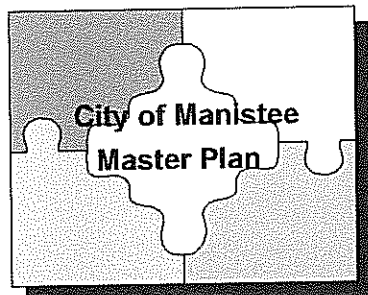
RE: Master Plan Update

On Thursday, August 29, 2002 I met with Jerry Adams of Langworthy, Strader, LaBlanc. Mr. Adams did not bring a draft plan with him, but did bring some compelling explanations.

Before he left he committed to me that we would have the draft of the Future Land Use plan prior to our meeting on September 4, 2002. He also committed to an entire draft of the plan in time to go out with our packets for our Worksession on September 19, 2002.

Mr. Adams will be at the Worksession on September 19th to discuss the draft plan. Mr. Adams is well aware of our discomfort with the missed dates and assures me that this is behind us. Thank you for your patience.

JRR:djb



Chapter 4

Future Land Use

Planning Our Future

The form and vitality of any community is defined largely by how its citizens see the way land is used and how that use relates to their daily life. As a result, the way we use the land is linked directly to the quality of life of the City of Manistee.

As a guide, the Plan is not meant to be rigidly administered; changing conditions may affect the assumptions used when the Plan was originally conceived. But changing conditions do not necessarily mean that the Plan must change. Rather, the City must examine those changes and decide if the principles on which the Master Plan was based are still valid. If so, the Plan should be followed.

The relationship between the Master Plan and Zoning Ordinance is often misunderstood. The Master Plan is a *guide* for land use for the future; the Zoning Ordinance *regulates* the use of land in the present. The Master Plan is not a binding, legal document; the Zoning Ordinance is a law that must be followed by the community's residents and others wishing to develop or do business in the City.

As more growth and redevelopment occurs in the area, the City will have to address difficult zoning issues brought on by the pace and increasing complexity of development plans by residents and property owners. The need to provide flexibility, coupled with a desire to maintain some degree of control, may create the need for innovative zoning solutions, such as clustering provisions, planned unit development regulations, and other techniques.

Why Does Growth in the Community Occur?

In order to understand how growth occurs, it is helpful to know the characteristics of that growth can be directly influenced by the local government. There are three main elements over which the City has a relatively high level of control or influence: the provision of sewer and water services, street systems, and zoning/land use planning.

Utility and transportation planning provides many benefits. To achieve these benefits at lower cost, land use policies should encourage infill, and discourage extensions of infrastructure that may compromise other land use goals, such as preserving sensitive lands from development pressures. Such extensions should meet specific criteria consistent with this Plan. Community planning for infrastructure can have positive effects on land use. Failure to plan may be expensive and frustrating for all involved; a good plan can provide many economic and financial advantages; help retain community character; and reduce public safety concerns related to transportation and environmental

contamination.

Sanitary Sewer and Water Services

The principal utilities needed for more intensive development are water service and sanitary sewage disposal. Historically, these services have been provided in a number of ways, ranging from on-site wells and septic tanks to public water and sanitary sewer utility systems. It is Manistee's goal to have all areas of the City eventually served by public utility systems.

Street Systems

As development and redevelopment intensify, new industry, homes, offices, and commercial services create traffic demands on the street system. This is in addition to daily transient movement through the City and tourists and others visiting the City on either a short or long term basis.

Manistee has ready access to two major highways, U.S. 31 and M-55. In addition to the attraction for commercial uses, these roadways permit people to live outside the City and easily commute to Manistee for purposes of employment, shopping, entertainment, and other purposes. In fact, it is estimated that Manistee's average day time population swells to over 15,000 people, as compared to the City's 2000 Census population of 6,586 residents.

Street Planning

As new subdivisions, site condominiums, or other residential projects are considered it is important to implement a street network to ensure that adequate circulation is provided between abutting development projects and with proper connection to the public street system. Rather than having each development provide singular access to the major public street, project approvals should include provisions for stub streets to vacant properties that may be available for future development. These street networks improve overall traffic flow by allowing residents to access nearby residential areas without traveling on the main streets of the City. In addition, circulation between projects improves access for emergency vehicles. Finally, maintenance and snow removal costs are reduced and efficiency improved.

Another important roadway issue is the principle generally known as "access management." Access management consists of techniques used to preserve the traffic carrying functions of a roadway by controlling the design, number, and locations of curb cuts. These techniques are especially applicable to U.S. 31. A more detailed discussion on the methods to be used for controlling driveways is noted in the Future Land Use discussion for the Highway Commercial designation.

In the City, a particular concern has been raised regarding the volume of traffic using U.S. 31 and the inability of traffic originating from connecting streets to easily access the highway within a reasonable period of time. To a large degree, the City does not have a significant degree of control over this

issue, primarily because U.S. 31 is both a regional and statewide highway system. A more detailed discussion on possible options to is noted later in this Chapter.

Zoning/Land Use Planning

Local control of the use of land (with some exceptions, such as state and federal land uses) is an accepted legal principle. Land use is controlled through the separation of land into various use areas, called zoning districts. The rules governing these districts are contained in a zoning ordinance which contain provisions controlling the type and intensity of development allowed. Zoning, however, is firmly rooted in the Master Plan.

The heart of this Master Plan is its Future Land Use. The land use decisions made by the City will be based on several factors, including the following.

- **Community Character**

The goals and objectives, developed earlier in the planning process, have expressed the kind of community desired by the City. For example, the strong emphasis placed on preserving the City's historic character has been reflected in the Goals, and followed up by future land use classifications and recommendations that accomplishes that Goal.

- **Adaptability of Land**

Environmental resources and constraints were also considered in the development of the Future Land Use provisions of the Plan. It was considered important by the City that the land itself be able to accommodate planned uses, while also protecting those natural assets considered important.

- **Community Needs**

Much discussion took place regarding what uses were needed in the City. For example, the need to rehabilitate certain mature, mixed-use, locations was determined to be a community issue, and the Plan reflects appropriate land uses in desirable locations as an appropriate response.

- **Available Services**

Through the issue identification, goals, and data collection, information was obtained about the status of community services to ensure that services were capable of handling planned development.

- **Existing Development**

To a large degree, Manistee is a "built" community. An important consideration was how planned

land uses will affect existing uses. Wherever possible, planned land uses were designed to take into account those uses already in place to ensure land use compatibility.

The following provides detail on the future land use classifications identified by the Master Plan. Each classification includes an introductory “purpose” element describing the basic intent of the category followed by a description of the district and range of appropriate land use types. The spatial location of the classifications is shown on the Future Land Use Map included at the end of this Chapter.

The Master Plan calls for the following Future Land Use categories. To a significant degree, they mirror the plan categories of the present Master Plan. This is largely due to the “developed” character of the City wherein a large percentage of the land uses proposed by the present and prior plan instruments are based on the existing land patterns which have remained relatively unchanged over the years throughout many sectors of the City.

Residential

- Low Density Residential
- Medium Density Residential
- High Density Residential

Commercial

- Central Business District
- Neighborhood Commercial
- Highway Commercial

Industrial

- General Industrial
- Industrial Park

Mixed-Use Development

- Marine Oriented Mixed-Use Redevelopment District
- Residential/Commercial Mixed-Use Redevelopment District

Water Overlay District

- Lake Front Overlay
- Manistee River Channel Overlay

As previously stated, the Master Plan is a basic supporting instrument of the City Zoning Ordinance. As such, the above plan categories form the basis of the various zone districts found within the ordinance. It should be noted, however, that the City Zoning Ordinance may also refine the plan categories into additional “sub-categories” or “zone districts” to handle specific land development needs or issues of concern.

Future Land Use

Low Density Residential (LDR)

Purpose: To provide for large lot residential sites resulting in low density development patterns. Land within this classification would satisfy the demand for a “suburban” type of development theme, and would function as a transition land use between the rural residential sectors of the Townships adjoining the City and higher density development internal to the City.

Low Density Residential

Lot Size Range: 12,000 to 21,000 square feet

Lot Width Range: 100 to 120 feet

Density Range: 2-3.5 units/acre, with potential allowances for additional density on “large acreage planned” sites.

Due to a lack of non-developed land suitable and appropriate for this classification, the future land use map provides only a single area for the Low Density Residential category. The designated area is located in the extreme southwest portion of the City, between 12th and Merkey Road. The area abuts Filer Township on the south and Lake Michigan on the west. The area presently includes a number of residential parcels accessing 12th.

Pursuant to future development and zoning, the following uses are recommended. The range of uses is relatively narrow reflecting the specific land use focus of the Low Density Category. In the case of the identified special uses, the City Zoning Ordinance should specify thresholds pursuant to required lot size, maximum density levels, open space requirements, site and building design criteria, and the like. Such thresholds (e.g. development standards) are important in order to achieve compatibility with the primary use of the category.

a) Principal uses:

- single-family residential
- public parks and playgrounds

b) Special uses:

- single-family residential cluster development and planned unit developments (with the retention of open space)
- senior/elder care housing

Recommend development/design standards for the special uses are detailed in the following table:

Low Density Residential
Special Land Use - Basic Design Standards

Design Element	Standard
Minimum Parcel Size	5 acres
Housing Density	<ul style="list-style-type: none"> • 4 to 6 units per acre for residential clusters/PUD • 6 to 8 units per acre for elder care facilities
Building Design Character	Residential - 1 to 2 stories.
Parking	Well-screened with perimeter landscape. Apply interior landscape islands, pods, or bump-outs for parking lots exceeding a surface area of 5,000 square feet.
Site Access	Should avoid intrusion into single-family neighborhoods
Open Space	Large setbacks and lawn/landscaped areas.
Side Yard Building Setbacks	Equal or exceed the height of the structure.
Note: Refer also to the Appendix for additional detail on landscape standards for parking lots.	

Medium Density Residential (MDR)

Purpose: To recognize Manistee's most predominant residential land development patterns and to foster continued residential growth of the City consistent with those patterns and density levels which are characteristic of an urban setting.

One of the issues identified by the planning process was the need to recognize existing residential development patterns which form the bulk of the City's land base. The Medium Density Residential classification accomplishes this need and provides for a density range of approximately 4 to 8 units per acre. Notwithstanding this range, it is noted that certain neighborhoods of the City possess established medium density parcels of smaller size. For the most part, these parcels and their subsequent development are the product of land divisions made years ago, prior to zoning. Generally, the higher density development resulting from the smaller lots has not created significant problems or major land development issues. Therefore, it is recommended that provisions be made in the City Zoning Ordinance to accommodate these pre-existing land development patterns in order to promote continued use and rehabilitation of the residential homes existing thereon, and to encourage residential in-fill as needed.

Medium Density Residential

Lot Size Range: 5,000 to 12,000 square feet

Lot Width Range: 40 to 100 feet

Density Range: 4 to 8 units/acre with potential allowances for increased density on "large acreage planned" sites.

Although some undeveloped Medium Density Residential areas remain in the City, another focus for residential development will be in existing neighborhoods that have already seen development, but where new homes may be constructed on existing vacant lots, and where an emphasis is placed on remodeling and modernizing existing homes. This, in turn, places an even greater emphasis on the need for the City to recognize and strengthen its neighborhoods. Doing so will help keep the City a desirable place for people of all ages and incomes.

A “neighborhood” is more often defined by the perceptions of those people living in some (often loosely defined) area. Some neighborhoods, such as isolated subdivisions, residential condominium projects, or apartment projects will have a clearer identity, especially where homeowner associations or other similar groups have been formed. The residential areas of Manistee help make the City a highly desirable place in which to live. One of the important roles of the Master Plan is to ensure that these areas continue to develop and redevelop in ways that ensure their survival and continued stability. To accomplish this, the Plan must identify specific policies and actions that should be undertaken to achieve this objective.

These actions include:

- General maintenance of neighborhood infrastructure, including lighting, signs, sidewalks, and streets will assist in positively directing neighborhood development and redevelopment. The condition of sidewalks in particular, should be evaluated to identify deficiencies.
- Encourage the preservation and use of natural or built buffers to protect single family residences from nonresidential uses will lessen the adverse effects of these uses, such as light and noise, and make adjacent areas more visually pleasing.
- Acknowledge that public and commercial facilities are a part of these neighborhoods, and building upon the strengths of this relationship, will increase the sense of neighborhood.
- Work with absentee property owners to improve safety, building maintenance and overall management will increase neighborhood pride and security.

Unlike the Low Density Residential classification, the range of uses for the Medium Density Residential category is more comprehensive. This largely results from existing development patterns and the desire of the City to accommodate a variety of housing styles and types consistent with the demands of an urban center. In the case of the identified special uses, the City Zoning Ordinance should specify thresholds pursuant to required lot size, maximum density levels, open space requirements, site and building design criteria, and the like. Such thresholds (e.g. development standards) are important in order to achieve compatibility with the primary use of the category.

a) Principal uses:

- single-family residential
- public parks and playgrounds

b) Special uses:

- single-family residential cluster development and planned unit developments
- senior/elder care housing
- two-family/duplex housing, including the conversion of existing single-family to two-family [refer to Table Note 1]
- religious facilities
- public and private schools
- group day care and foster care facilities spaced not less than 1,500 feet apart
- government services (within office settings)
- bed and breakfast inns

Recommend development standards for special uses include:

Medium Density Residential

Special Land Use - Basic Design Standards

Design Element	Standard [2]
Minimum Parcel Size	<ul style="list-style-type: none"> • 5 acres - residential clusters, PUD, elder care facilities, schools, and religious facilities • governmental offices - as needed based on the use
Housing Density	<ul style="list-style-type: none"> • 8 to 10 units per acre for residential clusters/PUD • 10 to 12 units per acre for elder care facilities • group day care and foster care facilities spaced not less than 1,500 feet apart
Building Design Character	Residential - 1 to 2 stories.
Parking	Well-screened with perimeter landscape. Apply interior landscape islands, pods, or bump-outs for parking lots exceeding a surface area of 5,000 square feet.
Site Access	Should avoid intrusion into single-family neighborhoods
Open Space	Moderate level of setbacks and lawn/landscaped areas.
Side Yard Building Setbacks	<ul style="list-style-type: none"> • Large parcel development - equal or exceed the height of the structure. • governmental offices, group day care, foster care, and two-family - equal or exceed MDR standards for single-family

Notes:

- [1] In addition to compliance with the special use review standards of the City Zoning Ordinance, the conversion of an existing single-family dwelling to a two-unit complex should be based on the following: a) existence of adequate off-street parking for a minimum of two vehicles; b) minimal alteration of the exterior of the building such that the single-family character and appearance of the home is basically maintained; and, c) placement (or existence) of a garage or permitted accessory building for purposes of vehicular and/or other needed storage. Similarly, the conversion of existing residential structures for use as Bed and Breakfast Inns should include adequate off-street parking and minimal exterior building alternations.
- [2] Recreation rooms, meeting rooms, entertainment facilities, and other amenities associated with a planned residential development should be of a non-commercial nature, generally limited to use by the residents of the development and designed as an integral component of the development.

Refer also to the Appendix for additional detail on landscape standards for parking lots.

High Density Residential (HDR)

Purpose: To provide alternative housing opportunities that would satisfy the needs and/or desires of a broad range of residents including low and moderate income individuals and families, empty nesters, senior citizens, professionals, young families, and others. Where

possible, areas of higher densities should incorporate the preservation of open space and natural features and/or incorporate sound building and site design elements that promote a high quality living environment for residents.

High Density Residential

Lot Size Range: 2,500 to 6,000 square feet/unit

Lot Width Range: 65-80 feet

Density Range: 7 to 17 units/acre

This classification includes a wide variety of housing possibilities, including duplex/two-family development, multiple family dwellings, manufactured home parks, and high density Residential Planned Unit Developments. The HDR areas are always intended to be served by public utilities, paved streets, and designed to limit any negative effects on existing homes or other types of nearby development. Densities will range as high as seventeen units per acre, where proper facilities are in place.

As a point of information, the former Master Plan categorized a majority of the City's developed residential land areas as High Density Residential. This was primarily due to the established patterns of small parcel development resulting from older subdivision platting. Generally, in master planning and zoning, the classification of "High Density" denotes residential development comprised of housing of an "attached" character such as multiple-story apartments, townhouses, row houses, attached condominiums, and the like. Accordingly, this plan employs the category of High Density Residential for these and comparable residential development types.

Pursuant to future development and zoning, the following uses are recommended.

a) Principal uses:

- two-family/duplexes [refer to Table Note 1]
- multiple-family residential (not exceeding 7 units per acre)
- public parks and playgrounds

b) Special uses:

- multiple-family residential (exceeding 7 units per acre)
- senior/elder care housing
- religious facilities
- group day care and foster care facilities
- government services (within office settings)
- bed and breakfast inns [refer to Table Note 1]

High Density Residential

Special Land Use - Basic Design Standards

Design Element	Standard [1]
Minimum Parcel Size	<ul style="list-style-type: none"> • 5 acres - residential clusters, PUD, elder care facilities, schools, and religious facilities • governmental offices - as needed based on the use
Housing Density	<ul style="list-style-type: none"> • 7 to 17 units per acre for residential clusters/PUD • 7 to 17 units per acre for elder care facilities • group day care and foster care facilities spaced not less than 1,500 feet apart
Building Design Character	Residential - multiple stories permitted
Parking	Well-screened with perimeter landscape. Apply interior landscape islands, pods, or bump-outs for parking lots exceeding a surface area of 5,000 square feet.
Site Access	Off principal streets
Open Space	Minimum to moderate level of setbacks and lawn/landscaped areas. PUD and cluster development may require greater open space.
Side Yard Building Setbacks	<ul style="list-style-type: none"> • Large parcel development - equal or exceed the height of the structure. • governmental offices, group day care, foster care, and two-family - equal or exceed MDR standards for single-family.

Notes:

- [1] In addition to compliance with the special use review standards of the City Zoning Ordinance, the conversion of an existing single-family dwelling to a two-unit complex should be based on the following: a) existence of adequate off-street parking for a minimum of two vehicles; b) minimal alteration of the exterior of the building such that the single-family character and appearance of the home is basically maintained; and, c) placement (or existence) of a garage or permitted accessory building for purposes of vehicular and/or other needed storage. Similarly, the conversion of existing residential structures for use as Bed and Breakfast Inns should include adequate off-street parking and minimal exterior building alternations.
- [2] Recreation rooms, meeting rooms, entertainment facilities, and other amenities associated with a planned residential development should be of a non-commercial nature, generally limited to use by the residents of the development and designed as an integral component of the development.

Refer also to the Appendix for additional detail on landscape standards for parking lots.

Central Business District (CBD)

Purpose: To build a stronger, vital downtown which is highly pedestrian oriented and comprised of a range of synergistic uses. The Central Business District classification is strictly confined to downtown Manistee as detailed on the Future Land Use Map. Mixed use development of the downtown area is encouraged provided said uses serve to enhance the economic viability of the downtown. While encroachment into existing, stable residential neighborhoods is generally discouraged, the Plan recognizes the importance of fostering an environment in which the CBD and contiguous neighborhoods function in highly compatible, cohesive, fashion.

Central Business District

<i>Lot Size:</i>	No requirement
<i>Lot Width:</i>	No requirement

Historically, downtowns have been a place of gathering. A downtown functions as a community center, designating spaces for shopping, business, festivals, and other community undertakings. Before the introduction of strip commercial development and malls, downtowns were the primary places to conduct these activities.

For many people their image of a community is formed by the central business district, or "downtown." Even from Colonial days, when the "City Green" was the center of community activity, the central business district continues to be a major identifying and unifying element of any community. Therefore, the health and vitality of the downtown is critical to the well-being and the image of Manistee.

As with many communities, the role of the City's downtown has changed over the years. Once the place where most shopping goods were purchased, the traditional downtown has been altered by the onset of strip centers and other outlying commercial areas. But while the traditional downtown may

be changed forever, there are still many goods and services that can be offered that are compatible with the long-term interests of the City in maintaining a vital downtown core.

Overall, the appearance of downtown is important to the revitalization of the downtown. An appropriate streetscape design establishes the scale--pedestrian, inviting, and human, unlike the harsh, auto-oriented commercial strips. Secondly, it creates a positive visual impression for those who work, shop, and visit. Finally, it unifies the entire district by creating common physical elements throughout the area.

One of the unique aspects of any older downtown area, such as Manistee, is its older buildings. While these buildings contribute to the character of the downtown, they also often present challenges to their owners. Extensive renovations and changes over time tend to create inefficient space and circulation patterns. Still, many of the original characteristics that created the City remain and their heritage provides a strong tie to the present. The limited ground floor areas of the buildings tends to restrict the variety and volume of merchandise that may be offered. As a result, many of the basic shopping needs, such as groceries, are more difficult to sustain. Other physical limitations, such as the lack of centralized parking, also complicates the successful operation of these businesses.

Over the years the City has undertaken a host of improvements to enrich the physical image of the downtown and to improve its economic climate. As more efforts are forthcoming, newer, distinctive elements, such as the entry gateway, riverwalk, and other improvements should greatly enhance the favorable view residents and visitors have of Manistee.

Physical improvements, however, by themselves, won't increase business. Joined with a strong marketing strategy, an appropriate retail mix, and ample parking, however, physical improvements can help the downtown effectively compete for consumer dollars. The success of the long term revitalization of the City's downtown cannot be assured by any single group, person, or agency. A consolidated effort will be needed by the property owners, City government, and the people of Manistee to assure the success of downtown. The variety of programs, funding requirements, physical development needs, and personalities dictate the need for cooperation and, where necessary, flexibility.

Additional detail on the City's downtown is provided under Chapter 5, including a review of identified development recommendations.

Highway Commercial (HC)

Purpose: To provide commercial services that satisfy the needs of the City, regional residents, and guests. Uses within this classification would tend to be automobile-oriented and traffic dependent. Therefore, development in the Highway Commercial Classification should be located on major roadways.

<u>Highway Commercial</u>	
Lot Size:	0.5 acres and above
Lot Width:	100 feet or more

The major portion of this land use classification is found along US-31 from the City's southern boundary with Filer Township, north to the boundary with Manistee Township. The classification is intermittently broken by sectors of stable residential development fronting US-31.

Although the depth varies, the intention is to ensure that enough lot depth and width is provided to allow for shared driveways, adequate parking setbacks, frontage roads or rear service drives, landscaping, and other measures, as discussed below. Some of these improvements will, of necessity, be implemented over time, as existing development is expanded, altered, or redeveloped. It is important that the Planning Commissions be aware of the opportunities to implement improvements and take advantage of those opportunities when presented.

One aspect of development along a highway that is universally true is the impact of one community on another. Traffic and other effects of commercial development have little respect for community boundaries. Since roadways are major access routes to all points of the compass, development along any one will necessarily affect traffic and quality of life along the corridor in every community. Therefore, solutions to the potential problems of corridor development need to be viewed as regional issues and addressed with a unified approach, involving both the City and Townships, property owners, developers, the Michigan Department of Transportation, and the Manistee County Road Commission.

Pursuant to future development and zoning, the Highway Commercial classification may accommodate a wide range of uses including general retail, institutional and religious facilities, commercial operations employing outdoor sales lots, automotive services, convenience stores, fast food restaurants, car washes, grocery stores, "big-box" retailers, and the like. Generally, uses that involve significant traffic generation and movement should be processed as special land uses under the Zoning Ordinance. These include, for instance, commercial operations offering drive-through services, automotive service stations, and the like. All Highway Commercial uses should undergo a comprehensive site plan review process.

Although the Highway Commercial category is oriented to commercial development, opportunity should be given to accommodate high density residential development such as apartments and attached condominiums. The integration of such housing within highway commercial areas can offer a pleasant buffering effect, reducing the visual impacts of strip development.

Due to the importance of US-31 as the City's primary arterial, and given its high visibility and use, the following building and access recommendations are provided.

Building Setbacks and Lot Size

Effective transportation planning requires anticipating future movement needs of the particular corridor. Lot configurations and building orientation are often dictated by zoning requirements for street frontage, minimum lot area, minimum lot width, and yard setback requirements. The Highway Commercial area, once implemented in zoning, should ensure that adequate lot widths and setbacks

are provided, along with design requirements to ensure that the future function of the roadway, to move traffic safely, quickly, and efficiently is maintained. For example, buildings should maintain frontage setbacks sufficient to accommodate appropriate landscape, pedestrian and vehicular circulation needs, and future road improvements such as access drives, bike path sidewalk placement and road widening.

Access Management

Preserving the traffic carrying capacity of a roadway is essential in order to avoid costly improvements and safety problems. Transportation studies have consistently shown that the number, design, and location of driveways can have a great affect on the ability of a road to safely move traffic and provide access for adjacent land uses. The number, design, and location of driveways along major roadways will affect traffic flow, ease of driving, and accident potential. Every effort should be made to limit the number of driveways and encourage access from side streets, service drives, frontage roads, and shared driveways.

The most effective means of ensuring proper access management is the site plan review process, enforced through the zoning ordinance. However, in order to properly administer site plan review, the City and Townships should ensure that Future Land Use along US-31 adequately considers the function of the roadway.

The spacing of access for commercial driveways and streets is an important element in the planning, design, and operation of roadways. Since access points are often the main location of crashes and congestion, their location and spacing directly affect the safety and function of streets. However, business owners view the highways as a means to attract business and provide access for customers to their establishments. The large volumes of traffic attracted to the designated roadways become a lure for businesses whose owners view each vehicle as a potential customer. Therefore there is need to balance mobility and access when planning for commercial corridors. Overall, the goal of access management is to achieve a safe and efficient flow of traffic along a roadway while preserving reasonable access to abutting properties.

Driveway spacing and location: Each driveway along US-31, and other arterial streets, presents a potential conflict point. Vehicles pulling in or out, or slowing to turn, disrupt the smooth flow of traffic. Poor access management and too many driveways contribute to the functional deterioration of a street or highway. The number, spacing, and design of driveways, therefore are important factors to consider in order to maintain a desirable level of capacity and movement on the roadway.

- ☐ Minimum and desirable driveway spacing requirements should be determined based on guidelines developed by MDOT to adequately plan for driveway spacing (see table).
- ☐ Driveways should be directly opposite other drives or be offset from opposing property by a distance sufficient to prevent conflicts with turning vehicles, or what is commonly known as a "left-turn lockup." A minimum desirable driveway offset distance should be 150 feet.

- ☐ Access to individual parcels should consist of either a single two-way driveway or a pair of one-way driveways. While certain developments may generate enough traffic to consider allowing more than one driveway along US-31, a second access point should be located on a side street or shared with adjacent uses whenever possible.

A common misconception is that local communities have no input on driveway locations if the state or county has jurisdiction over the roadway. Although local regulation cannot conflict with the road authority (i.e. be less restrictive), it can control driveway locations through the site plan review process. Local governments do have authority to control the placement and spacing of curb cuts (as long as they are not less restrictive than the road authority).

Shared Driveways, frontage Roads, and Service Drives: The greatest benefit of access management is preserving the functional integrity of high speed, high capacity roads. This benefit is achieved by limiting direct access to these roads. Michigan law requires reasonable access to abutting property, but does not require direct access.

- ☐ Shared driveways by two or more property owners should be required where feasible to reduce the overall number of access points.
- ☐ Shared access requires a written easement from all affected property owners during the site plan approval process.
- ☐ Where shared drives are not practical, service drives or frontage roads may serve as an alternative. A frontage road/service drive can be delineated through a parking lot by raised islands separating parking from the traffic lane.

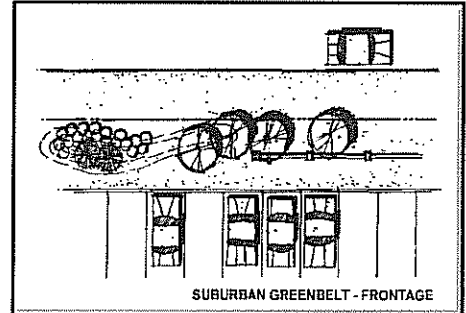
Parking and Circulation

The design of on-site parking lots has a direct relationship to the safety and efficiency of the adjoining road and to the public's perception of the traveling experience.

- ☐ Parking lots should be buffered by perimeter landscape, particularly for parking areas abutting a roadway.
- ☐ Large parking areas (i.e., in excess of fifty spaces) should be broken up with internal landscaped areas. These may be in the form of plant clusters, plant islands, etc.
- ☐ Greenbelts (plant islands) should be used to assist in directing traffic by separating access and primary circulation drives from the actual parking areas.

Landscaping & Signs

Unlike downtown businesses which often share public parking for employees and customers, commercial corridors such as US-31 predominately offer off-street parking for each individual site. These individual off-street parking areas consume large portions of land and collectively have a significant impact on the overall appearance of the corridor. Although parking areas are essential to nearly all businesses along the corridor, their negative visual impact can be softened through application of proper screening and buffering techniques. Landscaping can provide a visual buffer between surrounding uses and the roadway. In addition, landscaping and screening techniques can also create a sense of identity to a site and minimize confusing parking arrangements. The same is also true for signs, which often dominate the visual landscape. Without proper regulation, signs can begin to compete with one another rather than simply as a clear means for identifying the use of particular site.



- ☐ All parcels should possess a fully landscaped, frontage greenbelt using applicable design standards.
- ☐ The size and shape of signs should be properly managed along the commercial corridor, such as limiting one sign per premise with a maximum square footage requirement.
- ☐ Landscaping should also be provided to protect adjacent land uses of lesser intensity, such as residential uses.
- ☐ Wherever possible, ground signs, rather than higher pole signs should be encouraged or required. These signs reduce the overall visual clutter and provide a safer means of identification by permitting drivers to maintain their vision at street level.

Neighborhood Commercial (NC)

Purpose: To provide convenience/neighborhood commercial services to the residents of nearby neighborhoods and to recognize and promote the existence and rehabilitation of small commercial centers historic to several of Manistee's mature residential neighborhoods.

Neighborhood Commercial areas reflect small commercial nodes spatially distributed throughout the City, often in connection with existing residential

Neighborhood Commercial

Lot Size: Predicated on the use.

Lot Width: Predicated on the use.

In many instances, the Neighborhood Commercial areas reflect small commercial nodes/sites established prior to modern zoning regulations.

neighborhoods. In many instances, the Neighborhood Commercial locations reflect an historic period in the life of the City in which the placement of small commercial operations and other facilities such as taverns, restaurants, corner grocery stores, social clubs, and the like were common neighborhood elements.

The range of potential uses will vary depending on such factors as site location, site size, presence and design of existing buildings and structures, and market demand. The range of Neighborhood Commercial uses might include:

- hair salons
- book stores
- coffee shops
- small cafes
- ice cream shops
- gas stations and minor auto repair
- grocery store/convenience store/meat market/liquor store
- tavern/inn
- residential storage
- antique stores
- used apparel and furniture shops
- small upholstery shop
- fix-it shops
- flower shops
- small offices
- civic/neighborhood clubs
- dry-cleaning/laundry

While the integration of Neighborhood Commercial nodes within/near residential neighborhoods can offer a host of positive benefits, they may also create potential compatibility conflicts unless careful attention is given to such factors as parking, hours of operation, loitering, noise, outside storage, and other external issues. Of particular importance is the need to ensure adequate buffering between the commercial operation and abutting residential development. This may be accomplished through landscape, fencing, or combinations thereof. Also, it is very important that the buildings and sites housing commercial operations be well-maintained, avoiding the outside storage of trash and debris.

Industrial Park/Light Industrial (LI)

Purpose: To provide for light industrial development that is properly located and has adequate public services. The Plan calls for future light industrial development to be placed in industrial park settings, such as the City's Industrial Renaissance Park which offers highly attractive

<u><i>Light Industrial</i></u>	
Lot Size:	1 acre
Lot Width:	150 feet

financial incentives.

In the past little attention was paid to the quality of industrial development. Now, it is apparent that many industries have concerns about their public image and appearance, as does the Planning Commission. To improve the appearance of existing developments, and those of future projects, the following strategies are noted.

- Industrial development should include extensive, well maintained landscaping, sufficient building setbacks, and attractive architecture.
- Industrial development should not have an undue negative affect on adjacent land uses. Parking, loading, and other activity areas should be properly screened and located so as to not create a nuisance or hazard to adjacent development.
- Emphasis should be placed on providing adequate infrastructure, including public utilities, roadways capable of accommodating truck and employee traffic, and other related services.
- Existing industrial areas should be encouraged to provide a year-round buffer adjacent to residential uses comprised of fencing and evergreens to block negative views.

The Plan recommends that future light industrial development be oriented to the Renaissance Park, as opposed to continued development of the City (Glocheski) Industrial Park located at the north end of Washington. The latter area, with commanding views of Lake Michigan, has shown to have significant appeal for residential development. Conversely, it's use for industrial development since its inception over the past (25 plus) years been limited. It is recommended that remaining areas within the Industrial Park be examined for residential use, employing appropriate buffers between said use and those industries already invested in the park. The intent of the above recommendation is not to convey a message of non-concern or non-interest in those businesses that have made substantial investments in the City. To the contrary, the businesses are very important and play a key role in the City's economic health and vitality. Rather, it is simply the realization that the vacant land area upon which the Industrial Park was originally developed can offer increased development opportunities consistent with the residential demand.

General Industrial (GI)

Purpose: To provide for general industrial development that is properly located and has adequate public services. The Plan calls for General Industrial development to be placed primarily along the southwestern shore of Manistee Lake, consistent with the existing character of the lake's industrial use.

General Industrial

Lot Size: Predicated on the use.

Lot Width: Predicated on the use.

Generally, no parcel should be less than 1 acre.

Uses provided for by the General Industrial category include heavy manufacturing, processing, mining, and other types of general industries consistent with existing developments.

To improve the appearance of existing developments, and those of future projects, the industrial development strategies noted under the Park/Light Industrial classification should be followed. Moreover, due to the placement of the district along Manistee Lake, careful attention should be given to:

- maintaining the quality and integrity of the shoreline and water resource.
- limiting the removal of natural vegetation along the shoreline. If necessary, the shoreline should be re-stabilized with appropriate plants.
- recognizing the desire of the general public to use the shoreline and water resource for recreational pursuits.

Marine Oriented Mixed-Use Development (MO-MUD)

Purpose: To provide for the marine oriented development and redevelopment of the mixed-use area located in the City's extreme northeast sector, between Manistee Lake and the area lying west of Veteran's Oak Grove Drive.

Marine Oriented Mixed-Use Development

Lot Size: Predicated on use.

Lot Width: Predicated on use.

It is envisioned that the development of this category will be handled under the provisions of a PUD, thereby offering some degree of flexibility regarding the size of individual sites and uses.

This classification is used to take into account the unique relationship that this area has with Manistee Lake and US-31. The area offer's potential for increased marine related uses combined with ancillary commercial and possibly residential development of a high density attached character.

The area's development potential may be enhanced through realignment of US-31 (along or near Veteran's Oak Drive) providing additional land area for development purposes.

Residential/Commercial Mixed-Use Redevelopment District (RC-MURD)

Purpose: To provide for the redevelopment of the mixed-use area located east of US-31 and bordered by the Manistee River Channel (north) and Manistee Lake.

This classification takes into account the unique relationship that this area has with Manistee Lake, the Manistee River Channel, US-31, and the core downtown. The area offer's potential for a variety of mixed-use developments ranging from high density residential to commercial to light industrial. The area is home to a number of solid historic structures offering potential for adaptive reuse.

The area is closely linked to the core downtown, separated only by US-31. However, the high levels of vehicular traffic along the route at this location, combined with differences in prior use, effectively separate the mixed-use area from the downtown.

Waterfront Overlay Districts

- ***Manistee Lake Front Overlay***
- ***Manistee River Channel Overlay***

Residential/Commercial Mixed-Use Redevelopment District

Lot Size: Predicated on use.
Lot Width: Predicated on use.

It is envisioned that the development of this category will be handled under the provisions of a PUD, thereby offering some degree of flexibility regarding the size of individual sites and uses.

Purpose: To provide for the recognition and protection of the City's water resources and to ensure their long term use and access by the public.

While not a traditional Master Plan District, per se, the Plan provides for the implementation of two overlay categories. These include the Manistee Lake Front Overlay and the Manistee River Channel Overlay. The primary purpose of the overlays is to create recognition of the importance of these water resources. Secondly, to implement use and development standards that will afford protection to all shoreline locations. A third goal of the overlays is to encourage property owners, developers, and others to provide additional opportunity for the City to create a connected shoreline system of public access points, walkways, and trails along or near these water features. It is noted that the Lake Michigan shoreline has not been included in the overlay recommendations. This does not preclude the importance of protecting the Great Lake shoreline.

Apart from the environmental aspects of preserving these features, the marketability of the City may be greatly enhanced where natural features are preserved and built into the design of development projects.

The Plan provides the following basic overlay recommendations:

- the overlay area extend at least 25 feet from the water's edge (or ordinary high water mark). However, it is recognized that pre-existing development patterns may result in areas of less or greater distance.
- where appropriate, the natural shoreline and shoreline vegetation be preserved.
- use of the overlay area for the placement of structures, signs, and related items be regulated through zoning and site plan review.
- through conservation easements or other such means, create long term protective measures for shoreline locations.

Evaluating Land Use Changes

Changing the land use or zoning designation on any property can have far reaching consequences, physically, environmentally, financially, and legally. Therefore, a careful evaluation of proposed rezonings is essential. As with any land use decision, the use of standards is essential to reaching fair and consistent decisions. The following evaluation measures are included in the Master Plan to permit their use by the City Planning Commissions and legislative bodies when rezoning or land use changes are contemplated.

1. Consistency with the Vision, Core Values, Goals, and Land Use Principles of the Future Land Use Plan.

If conditions upon which the Master Plan was developed have changed significantly since the Master Plan was adopted, such as economic factors, demographic shifts, new utility lines, changing traffic conditions, or other reasons, the Planning Commissions and legislative bodies should consider these events as part of their deliberation to insure that the Master Plan is current. Particular attention should be paid to the adopted Goals and Policies to ensure that they remain valid, and that the proposed rezoning or land use change does not impair their intent.

2. Compatibility.

All of the uses allowed in the proposed district should be compatible with the conditions present on the site and in the immediate vicinity of the site especially in terms of density, character, traffic, aesthetics, and property values. The Master Plan provides several guidelines, as noted above, which should be considered when determining whether or not the proposed district is compatible with the neighborhood and the area as a whole.

3. Capability of being used as already zoned.

It is the right of every property owner to receive a reasonable return on the investment placed on property. This does not mean that zoning is a slave to the "highest and best use," which is not a zoning, but a real estate term. It does mean that there should be a reasonable use available within the zone district. But if the property is capable of being used as zoned, there will need to be a compelling reason to change. These reasons may be related to the first two standards of consistency and compatibility.

Site plans will generally not be considered as part of a rezoning request. The Planning Commissions and/or legislative bodies will not be swayed by what is proposed by the petitioner. Instead, the City will specifically note that ALL of the uses permitted in the proposed district may be placed on the site; not just the one shown on a site plan.

FUTURE LAND USE MAP PLACED HERE